

MANUFACTURERS RECORD

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER

Trade Name Registered in the U. S. Patent Office.

VOL. LXII. No. 12. }
WEEKLY. }

BALTIMORE, SEPTEMBER 26, 1912.

}\$4.00 A YEAR.
{ SINGLE COPIES, 15 CENTS.

Manufacturers Record

PUBLISHED EVERY THURSDAY BY THE
MANUFACTURERS RECORD PUBLISHING CO.,

BALTIMORE.

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Branch Offices:

New York—52 Broadway.
Boston—643 Old South Building.
Chicago—1116 Fisher Building.
St. Louis—513 Century Building.

Subscription, \$4 a year
(payable in advance) to United States,
Mexico, Cuba, Porto Rico, Hawaii and
the Philippines.

To Foreign Countries (including Canada) in
the Postal Union, \$6.50 a year.

[Entered at the Baltimore Postoffice as sec-
ond-class matter.]

BALTIMORE, SEPTEMBER 26, 1912.

READ NEXT WEEK'S ISSUE.

Every business man—and under this heading we class every man who has energy enough to work for a living, whether it be on the farm, in the factory, in the shop, in the office or in the bank—and every politician should read next week's issue of the MANUFACTURERS RECORD. No one can afford to miss reading it, and every man who reads it will get value received.

HOW THE SOUTH COULD BE ENRICHED.

Hallyburton Hall, Clarkston, Ga.,
September 18, 1912.

Editor Manufacturers Record,

Baltimore, Md.:

The MANUFACTURERS RECORD is today for the best mirror of the South that has ever been held up to the public by a printing press.

I am pleased to learn that you are going to get out an issue that would surpass "Thirty Years of Southern Upbuilding," entitled "The South: The Nation's Greatest Asset."

I wish a thousand men or more would join a club conducted by you and subscribe \$400 each per annum, which would make \$400,000, and have you take a State each year and mail 100,000 of the MANUFACTURERS RECORD to 100,000 homes for twelve consecutive months—call the club the South Believers, or any name that may be decided on. Have the subscription list picked from the tax books, and no paper mailed to one who does not pay taxes on \$200 or over.

Would be glad to see every Chamber of Commerce in the South join this club, and the advertising the South would receive from this club would be of untold value.

This campaign in the Northern States would soon show results even our children would be proud of.

W. E. WIMPY.

I will be one to help start the club.

If the enthusiastic suggestion, backed by subscription to his proposition, made

by Mr. Wimpy were feasible and 100,000 copies of the MANUFACTURERS RECORD could be regularly mailed to leading business people in each of the Northern and Western States over a series of years until all had been covered, it is quite within reason to say that for every \$400,000 thus invested there would be annually seen an increase of \$1,000,000,000 in the wealth of the South. The opportunity for turning the world's attention to the South is wholly unlike anything that has ever been seen in the history of this section. Everywhere there has been awakened a widespread interest in the South; everywhere there is a growing thought that this is the predestined center of industrial, agricultural and commercial activity. A campaign such as Mr. Wimpy suggests, if it could be carried out, would crystallize this wakening interest in the South and concentrate the activities of the people of all sections in the fullest development of the almost limitless possibilities of the South.

PORT CHARGES AT TAMPA.

In view of the discussion in regard to port charges at Southern ports, the MANUFACTURERS RECORD has recently asked the commercial organizations of all Southern ports for a statement of port charges.

Mr. W. B. Powell, secretary of the Board of Trade of Tampa, in reply to that inquiry, writes as follows:

The prices and rates prevailing at this port at this time are:

Harbor Master rates: Foreign steamers, \$20; foreign schooners, \$15.

Pilotage rates: Vessels drawing up to 6 feet at \$2; drawing 6 to 8 feet at \$2.50; 8 to 15 feet at \$3; 15 feet and over at \$3.50.

Towage rates: 5 cents per ton on phosphate and coal from bar to docks and docks to bar; 35 cents per 1000 feet lumber.

Dockage rates: Steamers \$20, assistance and docking; steamers \$15 out.

Wharfage rates: 20 cents per ton gross register of vessel for each 24 hours.

The city now has three small slips at foot of streets free to all small coastwise vessels.

When estuary is completed the city of Tampa will control the estuary zone and also have 1400 feet frontage on estuary for dockage, which will be owned by the city, and charges will be fixed accordingly; in other words, the charge for the city dockage will no doubt force all other private interests to charge the same price.

In Tampa our whole effort is being put forth to make this port the most attractive for shipping of any of the Gulf ports.

HOLLANDERS EXPERTS IN DRAINAGE.

Mr. Ira H. Shoemaker, industrial agent of the Delaware & Hudson Co., Albany, N. Y., whose very interesting article in the MANUFACTURERS RECORD of September 12 dealt with the activities in Holland, bearing especially on reclamation work, in a letter just received adds other interesting facts to his Holland story. He writes:

For instance, it is not a question of irrigation or getting the water into Holland, but a question of keeping it out. These various cross-section canals are also a means of draining the country, the water being

pumped from the smaller canals into the larger ones on a higher level by the windmills until the water reaches a point high enough to run by gravity back into the ocean. Even the sewage from large cities is pumped up and out into the ocean. People of Holland, therefore, are experts in the matter of drainage and ditching, and wherever there is a country to be ditched and drained they would be more at home.

Incidentally, Mr. Shoemaker expresses his appreciation of the MANUFACTURERS RECORD and its work for the South when he says:

I am amazed to find the great scope of important and well prepared subjects that you handle, and regret that there is not a periodical of this kind published in the interest of the northern part of the United States.

DIVERSIFICATION FROM THE TRANSPORTATION STAND- POINT.

Strikingly illustrative of the advantages in diversified agriculture in the South from the standpoint of transportation interests is an article on another page of this issue from L. A. Markham of Little Rock, Ark., commissioner of agriculture of the Missouri Pacific Railway, in which he compares shipments of fruits and vegetables with shipments of cotton from a territory in Arkansas to St. Louis. Mr. Markham deals with 20-acre tracts, and his figures show that the freight receipts from such tracts for products shipped from Prescott, Ark., to St. Louis range as follows:

Cotton: 20 acres: 7 bales, 3500 pounds, to St. Louis, at 50 cents per 100,	\$17.50
Cottonseed, 7000 pounds, at 9 cents per 100, to Little Rock,	6.30
	223.80

Potatoes: 3000 bushels, at 25 cents per 100, to St. Louis,	\$450.00
Strawberries: 75 crates per acre, or 1500 crates, 52,500 pounds, at 75 cents per 100, to St. Louis,	\$331.75

Cantaloupes: 100 crates to acre, or 2000 crates, 120,000 pounds, at 30 cents per 100, to St. Louis,	\$360.00
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Peanuts: 40 bushels per acre, 800 bushels, 24,000 pounds, at 50 cents per 100, to St. Louis,	\$131.40
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It is thus shown that an acre production of cotton with its seed yields the smallest income to the railroads of the five crops considered; that potatoes yield nearly twenty times as much as cotton with its seed; strawberries, more than sixteen times as much; cantaloupes, more than fifteen times as much, and peanuts, not including hay, nearly six times as much as cotton with its seed.

Every one of the other four crops yields more per acre to the farmer than cotton, even upon the present average basis of production, which is by no means the maximum under most approved methods of obtaining the most from the soil whatever the crop may

be. So it is obvious that it is a case of mutual interest to railroads and farmers to co-operate in speeding the diversification of crops in the South.

FOR SOUTHERN RIVERS AND HARBORS.

Of \$635,677,755 appropriated for the improvement of rivers and harbors in the United States to date, \$265,244,625, or 33.9 per cent., have been appropriated for rivers and harbors in the South. Of the total, \$41,200,620 were appropriated at the session of Congress just closed, of which \$19,614,318 are for the South. The rivers and harbors appropriation bill carried appropriations aggregating \$31,059,370, distributed as follows:

States	Amounts
Alabama	\$538,000
Arkansas	93,000
District of Columbia	90,000
Florida	1,051,000
Georgia	74,250
Louisiana	572,500
Maryland	197,208
Mississippi	331,000
Missouri	825,000
North Carolina	733,500
South Carolina	389,150
Tennessee	322,500
Texas	1,238,800
Virginia	119,400
Total	\$7,475,368
Mississippi River	7,090,000
Tombigbee River, Alabama and Mississippi	18,000
Ouachita River, Arkansas and Louisiana	117,500
Black and Current rivers, Arkansas and Missouri	15,000
Choctawhatchee River, Florida and Alabama	8,000
Escambia and Conecuh rivers, Florida and Alabama	5,000
St. Marys River, Georgia and Florida	19,150
Chattahoochee River, Georgia and Alabama	50,000
Coosa River, Georgia and Alabama	111,000
Red River, Louisiana, Arkansas, Texas and Oklahoma	125,000
Nanticoke River, Maryland and Delaware	5,000
Waccamaw River, North Carolina and South Carolina	25,000
Tennessee River, Tennessee, Alabama and Kentucky	35,000
Cypress Bayou, Texas and Louisiana	5,000
Inland Waterways	
Norfolk-Beaufort Inlet	900,000
Pamlico Sound-Beaufort Inlet	2,000
Charleston-Alligator Creek	15,000
Savannah-Fernandina	40,000
Franklin-Sabine	165,000
Texas	112,000
Grand total, South	\$16,321,318
United States	\$31,625,379

The sundry civil bill carried \$9,500,250 for waterways, distributed as follows:

States	Amount
Alabama	\$165,000
Florida	550,000
Kentucky	165,000
Missouri	600,000
South Carolina	100,000
Texas	250,000
Virginia	425,000
Total	\$2,558,000
Ouachita River	50,000
Sabine Nueches Canal	35,000
Grand total	\$2,643,000
United States	\$9,500,250

In addition, \$650,000 were appropriated in emergency measures, necessitated by the flood in the Mississippi River.

The total appropriations at the recent session of Congress for Southern river and harbor projects wholly within separate States were \$10,033,368, Texas leading, with \$1,688,800; Florida being second, with \$1,581,000; Missouri third.

with \$1,425,000; Alabama fourth, \$1,003,000, and North Carolina fifth, \$753,500.

For sections of the inland waterway system which ultimately is to extend from the Rio Grande River to the Chesapeake and on to Massachusetts Bay, \$934,000 were appropriated, the largest item being \$600,000, for the waterway from Norfolk, Va., to Beaufort Inlet, N. C., including \$500,000 for the purchase of the Chesapeake & Albemarle Canal property.

Excluding the Mississippi River, the largest appropriation for projects affecting more than one State in river and harbor improvements was that of \$345,000, for the Tennessee River, in Tennessee, Alabama and Kentucky, the two for the Ouachita River, in Arkansas and Louisiana, aggregating \$167,500, being second; the \$144,000 for the Coosa River, in Georgia and Alabama, being third; the \$125,000 for the Red River, in Louisiana, Arkansas, Texas and Oklahoma, fourth, and the Chattahoochee River, in Georgia and Alabama, \$50,000, being fifth.

Of the \$9,145,000 for the Mississippi River, excluding the \$450,000 for the Southwest Pass credited to Louisiana, \$7,680,000 were appropriated for expenditure within the South. Of that sum, \$4,000,000 were set apart for the repair and construction of levees, \$650,000 for protecting against the impending flood of the levees on the river and its tributaries and \$30,000 for a survey looking to levee construction of lands on the east bank of the river between Brunswick, Miss., and Baton Rouge, La., and between Bessies and Memphis, Tenn.

Bearing directly upon the improvement of the Mississippi is the appropriation of \$3,200,000 for continuing the improvement of the Ohio River by locks and dams and \$200,000 for maintaining the open channel in the river, while much of interest related to the problem of flood prevention in the Mississippi Valley is expected from the results of a preliminary investigation authorized to determine whether a system of impounding reservoirs at the head waters of the Allegheny, Monongahela and Ohio rivers and their tributaries is needed and practicable to provide a sufficient supply of water during dry seasons to operate the locks and dams in these rivers and to contribute toward the prevention of floods.

These appropriations deal with a variety of operations, including providing a harbor of refuge at Cape Lookout, N. C.; the deepening of channels in harbors and in rivers, the building of locks and dams, the straightening of watercourses, the removal of snags and other obstacles to navigation and the building of levees. Most of them are for continuing operations that have been underway in many instances for a number of years, and it is probable that quite as much money as has been expended upon such improvements in the South must be expended before the waterways of that section are brought to their highest state of improvement. Future work of the kind is outlined in the authority given for preliminary examinations and surveys, as follows:

Maryland:—For channel of approach at York Spit, Chesapeake Bay; channel in Curtis Bay; Cabin Branch and Curtis Creek; Chester River; Fox Creek; Herring Bay and Rockhole; North and South Forks of Tred Avon River; Potomac River; Southeast River; Warwick River; Hunting Field Creek; Rock Hall Harbor; Chesapeake Bay, off

Poole's Island, Potomac River, between Washington and Cumberland, and Breton Bay.

Virginia:—Lockley Creek; Lynnhaven River; Mill Creek; Nansemond River; Tangier Island Channel; Roanoke River; Channel to Oyster; Jackson Creek Bar; Nassawadox River; Cape Charles City Channel; Hampton Creek; Savages Creek; Eastern Branch of Elizabeth River.

North Carolina:—Bennett River; Cape Channel; Moorehead City Harbor; Newbegun Creek; New River; Shelter River; Silver Lake Harbor; Goose Creek Inland Waterway; Lumber River; Bay River; Meherrin River; Trent River; Cape Fear River.

South Carolina:—Black River; Congaree River; Waterways, between Winyah Bay and between McClellanville and Charleston; Savannah River at North Augusta.

Georgia:—Tugalo River; Darien Harbor; Fancy Bluff Creek; Savannah River at Augusta; Terry Creek, and Back River.

Florida:—Anclote River; Big Marco Pass; Boca Ceiga Bay; Caloosahatchee River; Cedar Key Harbor; Deep Creek; Fen holloway River; Hillsboro River; Holmes River; Lake Worth Inlet; Little Manatee River; New River; Sarasota Bay; Six Mile Creek; Stein Hatchee River; Suwanee River; Pine land Channel; Haw Creek, and Ponce de Leon Waterway, Withlacoochee River, Yellow River, St. Johns River, Charlotte Harbor, Bay La Launch Waterway.

Alabama:—Wills Creek; Black Warrior River, and Five Mile Creek Waterway; Escambia and Conecuh rivers.

Mississippi:—Big Bear Creek Waterway; Tehula Lake; Horseshoe Lake; Valobusha River; Pearl River.

Louisiana:—Choctaw Bayou; Bayou St. John; Lake Ponchartrain; Vermilion River; Sabine River.

Texas:—Arroyo Colorado; Brazos Island Harbor; Colorado River; Navidad and Lavaca rivers; Neches River; Corpus Christi Inland Waterway.

Arkansas:—Petit Jean River; St. Francis River; Red River; Black River.

Missouri:—St. Francis River; Missouri River.

Kentucky:—Licking River; Trade Water River; Tug and Levisa Forks; Big Sandy River.

West Virginia:—New River; Coal River; Elk River; Kanawha River; Hughes River.

WARNING AGAINST BAD INVESTMENT.

An important suggestion is made by Frank P. Milburn, architect, Washington, in a letter in which he suggests that the public should be warned against investment in unsound stock and bond propositions. Writing on the general business situation as well as on this particular matter, Mr. Milburn says:

I have read with a great deal of interest your article from Pittsburgh by Mr. Albert Phenix. The outlook as he sees it in Pittsburgh, judging from the steel industrial enterprises being busy, is practically the same condition in our line of business.

Prospects are better with us than they have been for a long time. We find that the business men of the country are ignoring politics entirely, and all people who are interested in seeing our country go ahead should be pleased at this condition.

There is one thing, however, that we think the general public should be warned against, and that is subscribing for stocks and bonds in these promoting schemes and becoming interested in general in propositions that are covered by patent rights. Thousands of dollars are bilked from people each year by

shrewd solicitors going from town to town and getting subscriptions here and there for such enterprises, and I think a general crusade against such practice would prove of great benefit.

I have in mind now three or four propositions where thousands of dollars, and even notes, were given in payment of stock that has practically been worthless, and I am sure that you could not confer a greater benefit on the people of the South than to sound the warnings through your columns.

Mr. Milburn is correct. The South has wasted not only thousands, but millions of dollars in the rottenest kind of speculative stock operations. The increased prosperity of the South will cause this section to be overrun with promoters seeking to induce people not familiar with security investments to buy stock in many wild enterprises doomed to failure. The MANUFACTURERS RECORD has repeatedly received requests from people in the South who ought to have known better than to even give a hearing to such projects, asking its advice as to the purchase of stocks of the most wildcat character, some of them based on patents and some on badly-financed business enterprises. The newspapers of the South ought to sound this warning over and over again, in order that the hard-earned money which the South is beginning to accumulate shall not be wasted in rotten speculative operations.

POTENTIALITIES OF RECLAIMABLE LANDS OF SOUTH.

Referring to the great possibilities of reclamation of overflowed lands in the South, which the MANUFACTURERS RECORD has for years been pressing upon the attention of land operators and capitalists in the North and West as well as in the South, President Arpin of the Joyce Land & Reclamation Co. of Grand Rapids, Wis., which is operating in Louisiana, writes:

The one thing that the South needs is advertising. We are engaged in the reclamation of the alluvial lands in Louisiana. We have reclaimed and sold to Northern farmers over 5000 acres of reclaimed land, and our purchasers will begin moving upon these lands next month. In the sale of these lands it has been brought forcibly to our attention that the Northern people have a wrong conception of the South as to the fertility of the soil and the healthfulness of the climate. Our greatest trouble has been to induce them to make a personal inspection of our proposition, and we find that invariably they return very much surprised, and they are enthusiastic as to the future possibilities of this land and also to the fact that, taking everything into consideration, southern Louisiana is a more desirable place to live in than their own States. We predict that Louisiana some day will be the greatest agricultural State, and we repeat that all that is needed is to bring the attention of the people to this undeveloped land and the ready markets for all crops that can be produced and the healthfulness of the climate.

The MANUFACTURERS RECORD can accomplish wonders in the way of advancement in the development of these lands and immigration to the South of Northern people. The reclamation of the swamp lands of the United States will do more than anything else to reduce the high cost of living. The "back-to-the-farm" movement will receive great impetus when it is demonstrated that these lands will produce from two to ten times as much per unit of cost and labor as will the highlands throughout the country.

The facts so strikingly presented in this letter are worthy of careful consideration. These statements were called forth from President Arpin by the announcement of our proposed publication, "The South: The Nation's Greatest Asset." That suggested to Mr. Arpin the statement of his views as to the need of the South for broad advertising, and as to the richness of the more than 50,000,000 acres of reclaimable overflowed lands in the

South. These lands are, indeed, one of the nation's greatest assets. By reclamation and settlement their value could be raised from possibly \$500,000,000 as an outside figure at present to \$5,000,000,000, for when reclaimed and cultivated they would be worth more than \$100 an acre, and would, in most cases, produce crops yielding at least \$75 to \$100 an acre a year, and in many cases two or three times as much. Here, indeed, is one of the great assets of the South and the nation of which the most should be made. It behoves the people of the South, those who are interested in the development of that section, those who are interested in the utilization of these lands, and the people of the whole country who would seek to increase the output of agriculture in order to meet the rapidly-expanding demand for farm products to give attention in every way possible to the utilization of these overflowed or alluvial lands.

DON'T BLAME THE RAILROAD FOR FREIGHT CONGESTION.

Commenting on the interview of President Winchell of the Frisco System as to the need for new capital for railroads to the extent of \$8,500,000,000 in five years, the Macon Telegraph says:

Fortunately this will have to be raised by big business men and not by popular subscription of a dollar or less per capita.

In the final analysis the big business men have to get their money from the little business men. Not a few great rich men, but the country at large furnishes the money for railroad and kindred big business operations. No way has yet been found to compel either the small investor or the big capitalist to put his money into an enterprise merely because of a public need, regardless of whether it will return profit to him or not. The people who feel the need of enlarged transportation facilities cannot control the situation. The public which controls legislation must make investment in railroad securities once more popular and profitable if we are to have as great a railroad development era as the necessities of the times demand. We shall have some railroad building, of course—a considerable amount, indeed—but we cannot have such a vast expansion of railroads and the betterment of existing roads to the good of the whole country and of all interests so long as the public looks with hostility upon railroads. When congestion of freight comes, as it surely will, don't blame the railroads. They are doing their best under adverse conditions. Blame the politicians and the people who made the politician's evil work possible.

MONEY TO DRAIN LOUISIANA LANDS.

For the last few weeks the MANUFACTURERS RECORD has carried an advertisement of drainage bonds of District No. 1, the entire issue, \$142,000, being for the purpose of draining 4230 acres of land in Louisiana. O. W. Crawford, the fiscal agent for the lands, writing under date of September 16, says:

The ad. in the MANUFACTURERS RECORD has brought a great many replies—some forty-three, which I think are live. We have had three definite offers to do the drainage work on the bayou cane lands and take bonds for pay, and I think the result will be that we will make a contract within the next few days.

This letter is a striking illustration of the value of the MANUFACTURERS RECORD in bringing Southern opportu-

nities to outside investors and operators. It would be difficult to find a better illustration of the value of advertising.

FULFILLMENT OF FORECASTS OF IRON AND STEEL PRODUCTION.

It is interesting once in a while to turn to the forecasts made years ago by the men of broad vision who knew the South and knew the world and read what they predicted would come to pass in this section. America has produced few men greater than Abram S. Hewitt, a master mind in business as in metallurgy. In 1900, in an interview prepared for the MANUFACTURERS RECORD, in referring to the fact that the supremacy in iron and steel production had passed from Great Britain to the United States, he said:

The supremacy has been permanently established in this country, and this means in the not very distant future the supremacy in shipbuilding and in all the interests based on coal and iron and steel. Its worldwide effect, its influence upon trade and transportation, upon commerce and finances of the world, is beyond our power at present to fully grasp.

Mr. Hewitt saw with the vision of a seer what the development of the iron and steel business in this country would mean, but many of our own people have not yet fully understood the situation, for, as Mr. Hewitt then said, the worldwide effect of this passing of the supremacy in iron and steel to the United States "is beyond our power at present to fully grasp." We are only beginning now to get some distant conception of the greatness of what he so clearly foresaw. Turning from the effect upon the country at large of its supremacy in iron production to the South and the outlook for that section, he said:

The growth of the basic steel industry, now that it has been fairly started in the South, ought to be very rapid. That section, with its abundant stores of ore and coal and limestone in such close proximity as is found in Alabama, bids fair within the next quarter of a century to dominate the basic steel industry of the world. * * * In foreign countries the cost of iron-making is tending to increase by reason of lessening supplies of ore and coal and of greater cost in mining; but the South, with its vast supplies of ore and coal, can make iron without great increase in cost for generations to come, except for the changes that may occur from time to time in the cost of labor.

Another economist and co-laborer in economic discussions with Mr. Hewitt was Edward Atkinson. They were constantly studying the iron interests of the world and the influence which this would have upon the trade of all nations. In the interview with Mr. Hewitt published in 1900 he quoted from an article written by Mr. Atkinson ten years prior to that time, in which the latter said:

When established within our limits, then the supremacy in the production of iron itself must go to the point where the facilities for working the mines and the cost of assembling the materials at the furnace are least, because at that point the highest wages can be paid for skilled workmen, accompanied by the lowest cost of production which will be due to such favorable conditions.

Mr. Atkinson had in mind the South as the place where it would be possible to assemble the raw materials for iron-making at the lowest cost, and he looked to the time when the center of iron production of the United States would be in the South. In an article written in 1900 for the MANUFACTURERS RECORD he took the ground that if the railways of the country should be extended as rapidly as the growth of the country needed, we would, between 1901 and 1910, build an average of

10,000 miles of railway, or 100,000 miles for that decade. Mr. Atkinson was correct as to the country's need for a railway expansion averaging 10,000 miles a year, but he could not at that time foresee the agitation which swept over the country, halting railroad construction and halting national progress by reason of the inability of the railroads to expand in keeping with the needs of the country's expanding traffic. Mr. Atkinson's fear at that time was that with this needed railway expansion and the increasing consumption per capita of iron in this country and abroad, the iron ore resources of the world would be taxed to meet the situation. He suggested that in view of these facts, "the problem presented to the people of this country, soon to be urgent, is how to double the present product of iron and steel by carrying it from 14,000,000 tons in the present year to at least 28,000,000 tons in the year 1910."

How nearly correct Mr. Atkinson's forecast in 1900 of iron production in 1910 was is seen in the fact that, notwithstanding the adverse influences which halted railroad building, the output for that year was 27,000,000 tons, while at the present time we are producing iron at the rate of about 29,000,000 to 30,000,000 tons. The iron industry of the country now faces the problem of how to double its output within the next ten or fifteen years. The long-delayed railroad building must sooner or later be taken up. Our railroad facilities must be vastly increased, and economic necessities will so compel this that we shall in some way find a way to build great railroad mileage in the next ten or fifteen years. Railroad expansion and vast expansion in iron and steel production are absolutely sure.

The demand for steel products is so far in excess of the ability of existing plants to make prompt deliveries that the economic necessities of the day will compel the enlargement of many plants, the building of some new ones and the utilization of every available situation to increase the output. Under these circumstances it may be safely accepted that the great buildings erected at Corey, Ala., at a cost of about \$3,000,000, by the American Steel & Wire Co., but which have not yet been equipped with machinery, will in the near future be made ready to add to the output of finished steel. At one time it was seriously considered whether this plant might not be turned to some other form of finished product rather than wire; but whatever may be the final decision on that point, it is quite sure that, with the pressure of demand for steel products upon the country, this plant will be promptly utilized, and likewise other iron plants in the South now idle.

The activity in iron and steel is worldwide, and prices for steel rails are higher abroad than here. At the present time sales of steel rails are being made for export at a higher price than the rate for deliveries in this country. We have not yet, however, heard of any public man denouncing the steel companies for selling rails to American buyers at a lower price than they are getting from foreign buyers. At the present time the foreign demand is in excess of the foreign output, and prices have reached a point where foreign buyers are paying for American rails more than American buyers. At other times the situation is reversed. The whole world seems to have entered upon a period of very broad expansion of the iron and steel and kindred interests.

Puzzle for Postal Officials and Publishers.

Postal officials and publishers all over the country are puzzling over the provisions of the latest attempt against the freedom of the press which has become a law in a rider upon the postoffice appropriation act of August 24. When the measure was on its way through Congress, a journalist Congressman said:

"We have here an example of how a bill, introduced with the best of intentions, can be turned into an insane piece of legislation."

It has been stated at Washington that Postmaster-General Hitchcock and Attorney-General Wickersham are wrestling with the many problems which have been brought to their attention through the anxiety of newspaper publishers to discover the meaning of the radical provisions in the law, to the end that they may adjust their business to them. Is it possible that an investigation of the curious ways in which the provision reached its present form, in the light of the implication that the measure became law at a time when there were not a quorum of members present of the House of Representatives in Washington, might impair the legal integrity of the provision? The question has already been raised as to the constitutionality of the law in the light of judicial decisions bearing upon the points involved. There is indeed very little information about the text of the rider, which is as follows:

"That it shall be the duty of the editor, publisher, business manager or owner of every newspaper, magazine, periodical or other publication to file with the Postmaster-General and the postmaster at the office at which said publication is entered, not later than the first day of April and the first day of October of each year, on blanks furnished by the Postoffice Department, a sworn statement setting forth the names and postoffice addresses of the editor and managing editor, publisher, business managers, and owners, and, in addition, the stockholders, if the publication be owned by a corporation; and also the names of known bondholders, mortgages or other security-holders; and also, in the case of daily newspapers, there shall be included in such statement the average of the number of copies of each issue of such publication sold or distributed to paid subscribers during the preceding six months; provided, that the provisions of this paragraph shall not apply to religious, fraternal, temperance and scientific or other similar publications; provided further, that it shall not be necessary to include in such statement the names of persons owning less than 1 per centum of the total amount of stock, bonds, mortgages or other securities. A copy of such sworn statement shall be published in the second issue of such newspaper, magazine or other publication printed next after the filing of such statement. Any such publication shall be denied the privileges of the mail if it shall fail to comply with the provisions of this paragraph within 10 days after notice by registered letter of such failure."

"That all editorial or other reading matter published in any such newspaper, magazine or periodical for the publication of which money or other valuable consideration is paid, accepted or promised shall be plainly marked 'advertisement.' Any editor or publisher printing editorial or other reading matter for which compensation is paid, accepted or promised without so marking the same, shall upon conviction in any court having jurisdiction be fined no less than fifty (\$50) dollars nor more than five hundred (\$500) dollars."

This project emerged in the House of Representatives on April 18 as a section of a privileged resolution offered by Congressman Robert L. Henry of Texas from the Committee on Rules. At that time Congressman Henry announced that publication of the names of the editors and owners of newspapers and other periodicals was thus sought, "in order that the American people may see the men who stand behind the guns trained against

public officials." It was also announced by Congressman Philip P. Campbell of Kansas that it was a new proposition which had never been referred to a committee of the House, and that it had been proposed "by one of the leading newspaper men of this House, a member of Congress who is a newspaper man."

On April 22 Congressman Henry A. Barnhart of Indiana, who is a journalist, secured unanimous consent to have published in the *Congressional Record* an amendment to the project authorized by the Committee on Rules, or, as Congressman J. Hampton Moore of Pennsylvania called it, "brought in in this hurried way," and on April 27 Congressman Barnhart elaborated his reasons for his amendment, which he amended by the addition of the paragraph dealing with the identification of advertising matter in the reading columns of newspapers, on the ground that if enacted into law the project "will not cost the people anything, but will conserve honesty and public confidence in one of the greatest educational factors in the world."

Fellow-journalists, of the past or present, in Congress took a different view from that of Congressman Barnhart. Remarks of two of them representing opposite political poles may serve to illustrate the attitude of divergents. When the Barnhart proposition was under discussion on April 30, Congressman J. Hampton Moore of Pennsylvania said:

"I propose to vote against the Barnhart amendment, because it serves unnecessarily as an entering wedge to the throttling of a free press. I want gentlemen to consider what they are doing when they vote away from a man who engages in the business of publishing a newspaper the right accorded to every other citizen and every other business man to use the mails of the United States. You say if I am the publisher of a newspaper, whether it be a \$3,000,000 enterprise or whether it be a country weekly, I cannot use the mails of the United States without revealing all my business interests to my enemies and to my creditors. You do not require that of any business man or of any corporation doing business independent of the newspaper business who uses the mails of the United States."

"You want to ferret out the man who is responsible for writing an article you do not like, but you are going to deny him the use of the mails if his article does not suit your fancy. You deny him the right to circulate what he writes, the right to circulate free speech by the instrumentality of the postal service of the United States."

"One of the riders to this postal employees' salary bill proposes to deny the use of the mails to the newspapers under certain conditions. It makes no effort to reduce the tremendous cost to the people of carrying second-class matter, which means the circulation of newspapers and magazines to the country districts, but it proposes to discipline the newspapers themselves. I discussed this subject at some length the other day, and shall not pursue it further now, except to say that when they awaken to the significance of this rider, the newspapers will doubtless fight their own battle better than it can be fought upon this floor. I have no apologies to make for vicious or crooked newspapers. If a newspaper is criminally crooked, of course, it ought not be privileged to use the postoffice to deceive the people; but the Barnhart

amendment is general in its application, and will prove a great annoyance to legitimate enterprises, while it may not check, and probably will not, the practices of cunning or designing persons whom the proponent of the amendment intends to reach. Moreover, there are remedies at law in the various States that are doubtless sufficient to check the criminal operations of those who develop such tendencies under the guise of the newspaper.

"I do not believe we should harass and punish the multitude of innocent, law-abiding publishers in an effort to block the operations of the few blacklegs and scalawags who disgrace the journalistic profession. Why hold up every honest man until you catch the thief? It is one of the crying evils of our times, hurtful alike to business and morals, that because of a single crook, whom we cannot detect or will not punish when detected, we criticize, suspect and impugn an entire community. The Barnhart amendment penalizes every publisher who uses the mails. It compels every honest man to give up his time and space to proof of his own rectitude, because, perchance, some 'speak-easy' publisher, some libelous blackmailing whose every act is a detriment to honest journalism, is not detected or punished according to law. We do not hold the ordinary business enterprise, or even the railroad corporation, which uses the mails to any such accounting."

Congressman Victor Berger of Wisconsin, the one who detected the tendency to insanity in the legislation, said:

"It seems to me that the politicians are trying to get even with the newspapers, which are continually prying into the private affairs of the politicians. The politicians want to know everybody connected with the papers, and thus get the best of them. You can never do it, gentlemen, because in the end the newspapers will have the last word every time, no matter what you do. If you get the ill-will of your own party papers, you might just as well quit the political game."

"Moreover, there is a great danger lurking behind the proposition. The freedom of the press is involved. For the first time since I have been in the House I am inclined to agree with my friend, the gentleman from Pennsylvania, Mr. Moore. The amendment as it reads now is really a grave attack upon the liberty of the press."

So much for a consideration of the fundamental, constitutional and wise principles involved in the radical departure both in the character and in the method of the legislation. The measure came before the Senate on August 10, and even then, in the midst of the haste which unfortunately always characterizes the closing days of legislative bodies in this country, some effort was made to tickle the provision into a practicable, workable shape. But the debate was a brief one. The bill went to conference, and in that conference, removed from publicity, there was inserted by way of amendment the provision, in the case of daily newspapers, that:

"There shall be included in such statement the average of the number of copies of each issue of such publications sold or distributed to paid subscribers during the preceding six months."

Seekers for information as to the authorship of that drastic provision and as to its real intent should apply to the managers of the conference. Senators Jonathan Bourne, Jr., of Oregon, Boies Penrose of Pennsylvania and John H. Bankhead of Alabama, and Representatives John A. Moon of Tennessee, David E. Finley of South Carolina and John W. Weeks of Massachusetts,

The conference report was printed in full in the proceedings of both Houses on August 22, but reprinted in the proceedings of the House of Representatives on August 23, on the ground that the earlier publication had contained errors, and had not been put in by authority of the Conference Committee. It was read in full in the Senate on August 23 before it was agreed to, but in the House, on the same day, there was presented, in lieu of the reading of the report in full, a statement by the House conference "in explanation of the effect of the action agreed upon in the accompanying conference report on each of the Senate amendments."

That statement, however, did not include reference to the provision that daily papers must give publicity to their subscriptions, the amendment made in the conference.

The conference report was rushed through the next day, although the statement had been made on August 23 that there was no quorum in town.

RAILROADS' FINANCIAL NEEDS.

Comments Upon the Statements as to Existing Conditions.

[New York *Journal of Commerce*.]

According to a statement of President Winchell of the St. Louis & San Francisco Railroad in the MANUFACTURERS RECORD, the railroads of this country will require in the next five years \$8,500,000,000 new capital in order to provide adequate transportation facilities to meet the growing needs of the country. As this is not far from half the entire capitalization of all the railroads of the United States in 1910, it seems like an exaggerated statement. It is about two years ago that Mr. J. J. Hill gave \$5,500,000,000 as the amount that would be required in the five years then to come. How much has been expended since there is no present means of knowing, but it has been an unfavorable time for raising capital, and extensions and improvements have been halting. We seem now to be on the verge of a revival of activity in industry and trade which will tax the capacity of transportation lines. The need of enlarged facilities will be accentuated by the delay there has been in providing them. It is difficult to secure provision for requirements far ahead. The pressure of need has to be felt to stimulate action and induce investment.

As this railroad president says, there has been little increase of mileage of late, especially in the Southwest, where it is most needed, and he thinks there ought to be "thousands of miles of development lines constructed, going back into the interior from present lines, to keep up with the development of the country." Railroads that are to develop and be developed cannot be built and equipped out of earnings of existing lines upon which rates are kept down to what is "just and reasonable" for present shippers. The needed capital can only be raised by borrowing or issuing new stock. If the latter must be limited to the present value of property represented or immediate earning capacity of new lines, it will have to be raised chiefly by the issue of bonds. For that there must be a well-supported credit, which depends upon earnings, actual or assured. The argument leads up, as usual, to the rate question, but President Winchell restrains himself to saying that the money cannot be obtained by the sale of securities or by borrowing "unless the railroads can be reasonably assured that freight rates will not be further reduced." He makes no claim that they must be advanced. With a real revival of activity and prosperity, and due regard to economy and "scientific management," it may

well be that earnings of existing lines will suffice to sustain credit and meet all needs. Experience will show, but there is no doubt that in considering rate questions and wage questions regard must be paid to the requirements of railroads for constantly enlarging facilities. This country is still growing.

[New York *Sun*.]

In the Chicago correspondence of the MANUFACTURERS RECORD Mr. Benjamin La Fon Winchell, president of the St. Louis & San Francisco Railroad, is quoted as saying, after estimating that Missouri, Kansas, Oklahoma and Texas raised 500,000 more carloads of wheat and corn this year than in 1911, and that the combined cotton crops of Oklahoma and Texas will have an actual cash value of more than \$400,000,000:

"The transportation facilities of the Southwest are already taxed to their capacity, and there is bound to be an embarrassment later on. There has been no increase in mileage in the Southwest in keeping with the previous increase, because there is no encouragement to people to put their money into railroad construction. As has been remarked, no way has been found to compel men to invest their money in railroads.

"There ought to be thousands of miles of development lines constructed going back into the interior from present lines, to keep up with the development of the country that has already occurred. The only way a railroad can make developments is by borrowing money or earning it. Present rates, in connection with the greatly advanced wage scale, will not permit the railroads to earn the \$8,500,000,000 that will be required to provide adequate additions and maintenance to plant during the next five years. Nor can the money be obtained by sales of securities or by borrowing, unless the railroads can be reasonably assured that freight rates will not be further reduced. The current increase in railway facilities is wholly inadequate. This means that there should be not only more cars and locomotives, but more tracks, sidings, terminals and everything pertaining to equipment and maintenance.

"The present enormous crops will demonstrate the inadequacy of the railroads of today in such a way as ought to secure the friendly, earnest co-operation of the people and the lawmakers in an effort so to change conditions and the public attitude as to make it possible for the railroads to get in line with the country's tremendously rapid and widespread development."

Powerful as the appeal of these figures is to the mathematical imagination, what is eight billions and a half in even one fertile region of this land of Aladdin? The railroads, binders and feeders of the common prosperity, must grow with the growth of the country, must improve their plant and facilities, must build new lines and connections. How can they? The farmer can tear down his barns and greater build; nobody seeks to check his good fortune or to reduce the results of his industry. Congresses and Legislatures, Presidents, Governors, all the mob of politicians and candidates, fall on his neck and kiss him. For his imagined benefit, in part, the long foray against corporations, railroad corporations in particular, has gone on. For him, in large part, are the restrictive and vexatious statutes that limit railroad profits, while the encouragement of railroad expenses in the shape of higher wages for railroad employees is become a solemn public duty.

Nobody will now defend whatever of real evil there was—and there was much—in favoritism and other ill-customs of the railroads. Rebates have been given up. Nobody objects to a just, fair supervision by the Interstate Commerce Commission or the various State railroad commissions. But why should a railroad, so vital a part of the machinery of the general national well-being, not have the right to make a living?

How, in fact, and to this question Mr. Winchell essentially addresses himself, should the farmer, the wage-worker or anybody else imagine or have imagined for him by the wisdom of politicians that the railroads can be injured or can fail of legitimate development without everybody else sharing in the loss?

How long can the common sense of Americans be led to believe that they are to be helped by adding to the expenses and reducing the income of railroads?

WILL BUILD PIPE PLANTS.

Two Important Enterprises Announced for Anniston.

Two new iron pipe plants are to be built at Anniston, Ala., thus greatly increasing the importance in this industry of that pipe manufacturing center. With the completion of these new plants Anniston will have six pipe works, with a total daily capacity of 645 tons. The development of diversified industries of this kind is one of the strongest factors for the broadening of the whole iron business of the South. The Anniston iron district for various reasons has not yet fulfilled the predictions of Sam Noble, the great ironmaster who founded Anniston and its iron industries, but the resources in iron ore that can be made tributary to that point ought to be so utilized as to make good Anniston's iron potentialities as well as its manufacture into finished products of iron made in other parts of the State.

The two new pipe plants are to be built by the Alabama Pipe & Foundry Co. of Anniston and the McWane Pipe Works of Lynchburg. The McWane company wires as follows:

"Main building at Anniston will be of steel construction, 235x115 feet. Other buildings will be for storage. We will make our own machinery and equipment with the exception of electric motors, culpons and blower."

The Alabama Pipe & Foundry Co. wires as follows:

"Will manufacture soil pipe and fittings; will occupy plant formerly used as soil pipe foundry. Will operate, to begin with, 8 pipe floors and 15 fitting floors. Will have small pattern shop and small machine shop. Have purchased machinery for shops and will make foundry equipment ourselves."

This company has organized with capitalization of \$30,000, and W. F. Johnston is president. Its directors are W. F. Johnston, Thomas E. Kilby, M. B. Wellborn, William A. Davis and C. A. Hamilton. The company will utilize the plant formerly operated by the Anniston Foundry & Machine Co., and will probably be ready for manufacturing in about two months, with a daily capacity of 25 tons and 50 men employed.

The McWane company will locate its plant on a 34½-acre site donated through the efforts of the Anniston Chamber of Commerce. It will manufacture gas and water pipe, the daily capacity to be 200 tons. About 250 men will be employed.

The other four plants are as follows: United States Cast Iron Pipe & Foundry Co., 250 tons; Union Foundry Co., 70 tons; Central Foundry Co., 60 tons; Anniston Foundry & Machine Co., 40 tons.

Diversification in Farming.

MUTUAL ADVANTAGE OF SOUTHERN GROWERS AND THE RAILROADS.

L. A. Markham, agricultural commissioner of the Missouri Pacific Railway Co., writing to the MANUFACTURERS RECORD from Little Rock, Ark., says regarding the fruit and truck industries in Southern territory:

"In the first place, I will say that this department gives the larger portion of its time to the work of aiding the farmers in our Southern territory in working out more profitable lines of farming than are afforded by the old staple crops of that territory. The one crop—cotton—farming system followed in the past has not been conducive to wealth of the tillers of the soil, and has done much to cause a lessening of soil productivity. It is our aim to interest the farmers in diversified farming, and in that particular line of diversification which will prove best for all concerned. Taking into consideration the character of the farmer, of his soil and of his transportation and market facilities, we are working out plans for encouraging the farmers to grow better and larger crops of the staples by better methods, including rotation, to take advantage of their forage crops in livestock farming, and in many instances to produce fruit and truck crops for the market.

"There are a number of old-established shipping sections in this territory, among them being the Alexandria (La.) section, which shipped 105 cars of Irish potatoes in 1912; the Fort Smith-Van Buren (Ark.) section, which produced over 100 cars of strawberries, 1000 cars of peaches and 245 cars of Irish potatoes for shipment over our lines; the Judsonia (Ark.) territory, which shipped 270 cars of strawberries; the Morrilton section, with 45 cars of strawberries, and a number of other places which shipped a smaller number of carloads. The Prescott and Northwestern territory is a large producer of peaches, cantaloupes, tomatoes, strawberries and grapes. During the present season, up to August 12, there were handled through our St. Louis terminals alone 4584 cars of peaches, 856 cars of tomatoes, 736 cars of potatoes, 216 cars of strawberries, 1110 cars of onions, 230 cars of watermelons and cantaloupes and 196 cars of miscellaneous produce. A large number of cars of fruits and produce also passed through other terminals, and these are not included in the above figures.

"That there is a growing interest in this line of diversification in this territory is shown by the fact that in Louisiana, Arkansas and Southern Missouri over 35 points on our lines have organized shippers' organizations during the past 12 months. These new points will have shipped this season something over 300 cars of produce, and in addition they have planted 1200 acres to strawberries, with additional acreages to other fruits. At each of these points the growers have met with more or less success, and will continue in the business in future years. It has been our aim to work with both old and new shipping points in solving problems relating to both production and marketing, the latter being the problem which most new associations are unable to handle.

"That the business is of some importance to the company can be seen from the above figures. Some reasons of its especial value are: 1. It creates a spring and summer traffic, which the one crop—cotton—does not. 2. By making the farmer and local business men more prosperous it helps indirectly to increase the business of the company. 3. It affords a business which requires prompt handling and

prompt release of equipment. 4. It offers an attraction to certain classes of prospective immigrants which cotton farming does not offer. 5. It places much of the land in this territory in crops to which they are best adapted.

"I give below a statement showing the value to the railroad company of 20 acres of cotton, potatoes, strawberries, cantaloupes and peanuts produced in the Prescott (Ark.) territory:

"Cotton, 20 acres, 7 bales, 3500 pounds, to St. Louis at 50 cents per 100, \$17.50; cottonseed, 7000 pounds, at 9 cents per 100 to Little Rock, \$6.30; total, \$23.80.

"Potatoes, 20 acres, 3000 bushels, at 25 cents per 100 to St. Louis, \$4.50.

"Strawberries, 20 acres, 75 crates per

acre, or 1500 crates, 52,500 pounds, at 75 cents per 100 to St. Louis, \$393.75.

"Cantaloupes, 20 acres, 100 crates to acre, or 2000 crates, 120,000 pounds, at 30 cents per 100 to St. Louis, \$360.

"Peanuts, 20 acres, 40 bushels per acre, 800 bushels, 24,000 pounds, at 56 cents per 100 to St. Louis, \$134.40.

"The above figures give yields which are conservative for that territory.

"I trust that this information will be of some value to you and will show the interest taken by our company in advancing diversification in its Southern territory, and the progress being made in the development of diversified farming. In closing will state that there is a widespread interest in our territory in various lines of livestock farming, which interest we are encouraging, and that there will be built on our rails during the next few months two packing plants which will help to afford a better market for the livestock raised in this territory."

closely allied. This is true, the first reason being that a crop if allowed to remain on the farm has little or no value. Neither can the farmer secure any money for it. The value is created by transporting it to market, and only by delivering it at the ultimate market can the money be secured. It is readily seen, therefore, that the prices fixed today on the products of the farms are based on the farmers and the buyers ability to get them to market. Transportation, in other words, creates the value. Another reason being the vast volume of this tonnage handled for the farmer by the railroad. Considering this immense volume of tonnage, the farmer is naturally vitally interested in the matter of its prompt transportation, a large part of which the farmer performs himself.

Through the present laws as administered by the various commissions charge which is made for transportation by the railroad is regulated, but the other important item of transportation, or that which the farmer performs, is unregulated, and has undergone very little improvement in years. The cost to the farmer of producing a crop includes whatever it costs to transport it from the farm to the railroad. Therefore, the farmer nearest the railroad produces and markets his crop for the least cost. Not only is he able to reduce his cost by hauling it a less number of miles, but being closer to the railroad is able every year to take advantage of favorable conditions of the markets, of which the farmer farther away cannot hope to avail himself. The farther he is from the railroad the greater his disadvantage, and the more it costs him to deliver his crop, and at the end of the year the net profit of the farmer is in a large degree measured by the number of miles he has had to haul his crops. Not only is this true, but the farmer nearest a railroad is permitted to produce a greater variety of crops. We all know that farmers remote from railroad transportation are made to confine their crops to certain lines. It necessarily follows that the farm which lies nearest the railroad has the greatest value and sells for more dollars per acre. In other words, the farmer farthest from the railroad is penalized for his remoteness. The highest farm values are found near the centers of population. The farm land close to town is more valuable, not from the fact that it is close to town alone, but that through that town runs a railroad which he can reach for the purpose of transporting his crops. The farmer needs a railroad close to him just as bad as the manufacturer does.

The farm is one of the greatest factors in Oklahoma. No manufacturer will attempt to do business and haul his product even one mile, to say nothing of 5 to 15 miles, as the farmer does.

The building of good wagon roads is a long step toward reducing the farmers' cost of hauling, and the closer he is to a railroad the less good wagon roads he has to build.

The farm cannot be moved to the railroad. The railroad must be built to the farm before the farmer can have the benefit of its use.

These ideas are merely recited as an evidence of the interest the farmer has in development.

The development of the other natural resources of the State means bringing into it more people, more labor, more money, the building of more and larger cities and towns, all of which provide more and better markets for the products of the farm. If Oklahoma had enough cities and towns, enough factories and employees to consume the products of her farms the farmers' profit would show a most handsome increase. Not only would he be benefited in

Fundamental Principles in State Development.*

By FRANK ANDERSON, Industrial Commissioner St. Louis & San Francisco Railroad Co.

In nearly every State meetings such as this are being held, and are more significant, perhaps, than at first appears. They reflect more than a local condition or sentiment.

The country as a whole during the last few years has given less serious attention to development and construction than it has in any equal number of years during its existence, and these meetings are ample proof of it. If this was not so, no occasion would have existed for such meetings.

The meeting that concerns us most at the present moment is, of course, this one.

The failure to admit the lack of proper progress throughout the country would be to deny the necessity for such a meeting as this. The admission that progress has been retarded, and in many cases failed, cannot nor should not in the least embarrass us. To the contrary, it is a distinct evidence that the people generally realize that an improvement is not only due, but that it can be brought about if gone at properly and systematically.

The resources of Oklahoma are not less today than they have ever been. They are only relatively less developed. Rarely ever has any State possessed more or better opportunities or offered a better field for substantial development.

Development, which includes everything from the farm to the factory, is but another name for business; in fact, it is business. When development ceases this fact is reflected in a decrease in business. Development can be the result only of the united efforts and energies of men and money. Men without the money could no more succeed than money without the men to employ it. Nothing demands more money than a community actively engaged in development. This is true whether it be a farming community or a manufacturing district.

The farmer who promptly and successfully develops his farm is a user of money no less than the manufacturer or the miner. The more money at reasonable interest the farmer or manufacturer can command, the more he can develop and the faster he will grow.

Oklahoma has undeveloped resources entirely out of proportion to the money she

*An address at the organization meeting, September 10, 1912, of the Oklahoma Development Commission.

It has repeatedly been said that the interests of the farmer and the railroad were

the marketing of his crop, but there would be brought into the State millions of dollars of money and property to be taxed. It would naturally reduce the farmers' taxes. A railroad built through the county pays in taxes an amount which materially reduces the farmers' burden, at the same time giving him additional benefits.

Why, then, are not the farmers as vitally interested in the development of Oklahoma as any people of the State?

A great many of the cities and towns in Oklahoma have reached a point where agriculture alone will not properly support them and permit them to grow. They must find employment for their people in shops and factories. These towns cannot live within themselves. They must in some manner create a source of revenue from the outside. They must have something with which to buy money from outside the State.

Oklahoma has an abundance of various raw materials which not only can, but should be manufactured within the State. It is a mistake to pay tribute to other sections of the country by purchasing articles which Oklahoma can herself manufacture.

The necessity for factories in Oklahoma was never quite so apparent as it is today. For a number of years preceding Statehood most of the towns were supported in a large measure by the influx of new people, who brought with them, of course, money, most of which, unfortunately, was employed in speculation. This tide of immigration has comparatively stopped, as was to be expected. When it stopped the flow of money from the outside also stopped in the same proportion. The business of the merchant was effected. This was reflected in a decreased demand for farm products, and a great portion of which should have been consumed in the cities and towns has to find its market outside the State.

We who are familiar with Oklahoma know the advantages it has to offer the manufacturer, but to succeed in our efforts we must possess the manufacturer with the same knowledge. We must show him that the natural advantages are here, and that by establishing a plant he will be able to take advantage of them without undue restriction by laws or otherwise.

Development of manufacturing in Oklahoma means the investment of millions of dollars. These dollars must come largely from outside the State. Money, like labor, seeks employment where it can earn the most, and where it, like the wage-earner, can work without fear of assault.

We can and will show the manufacturer where it is to his interest to come to Oklahoma, but he, like the farmer, is a large borrower of money, and if after we have convinced the manufacturer he then cannot convince the owner of the money that he can employ it safely and without danger in Oklahoma, he will not get it, therefore, we will not get the factory.

It would seem that one of the first things for the State to do is to firmly establish a commercial credit.

Nothing but imaginary, or at most temporary, prosperity can result from speculation. The permanent, which is the only real prosperity, of a man or a community must have for its basis substantial development. This is the only foundation upon which such prosperity can rest and be maintained. Any man, State or community indulging in riotous speculation in real estate or other directions must be prepared to meet the reaction which inevitably follows. This is the law of compensation, which cannot be violated.

Every new country, without exception, has experienced the reaction following its period of speculation, but few of them have been so fortunate as Oklahoma in having the vast resources upon which developed they can maintain a permanent prosperity.

If the time, energy and money which was devoted to speculation during the past 10 years had been employed in practical substantial development, it would have placed the State years in advance of what it is, and most every town and hamlet would have had a smokestack and a payroll.

Oklahoma has just passed through the speculative period, with the balance of the country looking curiously on, awaiting the outcome. It now remains for us to demonstrate what we can do along substantial lines, in which we will find men and money from all parts of the Union willing to participate if allowed to do so under reasonable conditions and laws.

Development not only requires big men, but big money. Only big men develop successfully. They are still bigger as a result of this development.

Under our system of government commerce and development necessarily depend upon political policies, which are reflected through legislation enacted in pursuance of those policies, and upon their wisdom the success of the entire country rests.

I should hate to think, and will not admit, that the men and parties whose legislation prescribes the limitations of our progress were not actuated by sincere and honest motives. I am a believer that no body of men, regardless of political complexion, would consciously or willingly retard the growth or in any way interfere with the prosperity of the country, but that we all have a right to and do differ as to the best methods must be admitted. The question involved, therefore, is not one of personal or party motives or integrity, but of methods and policies.

A few years ago the policy of development and construction which the country had so long followed was abandoned for one of regulation and restriction, since which time development has been retarded, awaiting the outcome. This was perfectly natural, and could be the only result of an uncertain condition.

The right nor the propriety of regulating anything in the interest of public welfare will be denied by no thinking man, but this regulation must be along lines that will promote and protect as well as regulate. When carried out to the point where it restricts commerce and development, it becomes ruinous instead of regulative. No great amount of ability or talent is required to appreciate an effect, but to analyze the real cause is a different matter. This is one of the things the Oklahoma Development Commission will have to solve. The cause must first be definitely determined before the effect can be remedied. The authority to legislate and regulate carries with it the responsibility of protecting and developing the resources and commerce of the country. This necessarily calls for big men, broadminded, and of constructive instinct. Men merely capable of regulating without the ability to construct and protect are not large enough to meet the demands of Oklahoma or the country at large.

Not since the Civil War has the country been in actual need of big men as badly as it is today. Men big enough and broad enough to legislate and regulate in a manner that will not only allow but encourage the people to develop the country. It is a mistake to assume that

practically all classes of people do not appreciate this. They are looking for big men of legislative as well as commercial capacities, and such action as is taken at this meeting and others over the United States will bring them out. They may be obscure and unheard of today, but the imminent needs of the country will develop them, and the men who are not big enough to meet the demands of the country will have to give way to these men when they appear.

The object and purposes of this organization, I believe, reflect the sentiment of the people of Oklahoma; not a part of the people, but all of them, and if we proceed aggressively along broad and intelligent lines, guided by fairness and unselfishness, and devote our energies to the development of all the interests of the State, it and its people will be rewarded.

In conclusion, however, one thing must not be overlooked. Practically all other States are beginning to take such action as is proposed here today, and Oklahoma will be confronted with worthy competitors, none of them, however, possessed of more natural advantages than she has, but upon prompt, vigorous and intelligent action depends the development thereof.

It is now a question of whether Oklahoma will or will not be found leading the march of progress.

CALL TO ENGLISH SPINNERS.

Opportunities for Them in the South-eastern States.

J. A. Pride, general industrial agent of the Seaboard Air Line Railway, Norfolk, Va., writing to the MANUFACTURERS RECORD regarding the publication by the MANUFACTURERS RECORD of The South: The Nation's Greatest Asset, says:

"The estimate of the coming citrus crop of Florida is that it will be 50 per cent. greater than last year, or more than 7,000,000 boxes. Three years ago it reached 6,000,000 boxes. The fruit is reported the best in quality, with the grapefruit crop to reach 2,000,000 boxes, and the value is estimated at \$15,000,000. In round figures, this means \$20 per capita for every inhabitant of the State, and must bring a great measure of prosperity. When one visits the attractive cities of this State and views the good roads, the attractive dwellings, the good business block, the automobile and other signs of prosperity, he looks around for the source of this wealth, and even a casual investigation proves that the soil brings it. In other States of the South the most attractive and prosperous cities are located in the manufacturing belts, but in Florida these conditions occur in the most highly developed agricultural sections.

"As stated by you, the publication of this record of achievement will be of widespread influence and interest in the United States, and especially in those portions of the United States where the people for good causes desire to secure homes and make investments in climates less severe and on soil more productive, where the investment in a farm does not mean so great an interest charge, and this class is turning its eyes toward the South. It is stated that the average price of good improved farm lands in Iowa is \$200 per acre, and 60 bushels of grain is a fair yield. The crop-growing season is short, so that the farmer must be content with his one crop. A bale of cotton weighing 500 pounds at 10 cents means \$50, and the seed \$20, or \$70, and with this the possibility of another crop of value, and the cotton lands in Carolina, Georgia and Alabama do not require the initial investment of capital in anything like so great a proportion as that of the middle Western States, and

therefore the farmer has not in the South so much invested capital to earn an interest charge on, and his prospects for earning a return over and above a modest interest charge are far greater. It is authoritatively stated that as much as \$1000 per acre has been earned in Southern Florida by intelligent and intensive cultivation.

"The interest which the outline will arouse is not to be considered as confined to the United States, and the distribution of the information on the Continent will undoubtedly arouse much interest and be gratefully received. The *Manchester Guardian* of Manchester, England, in issue of September 6 contains an article called the 'Next Step,' under the head of 'Cotton Spinning and Business,' and deals with the necessity for the English spinner acquiring his source of raw supply in the same measure as the steel works, the paper manufacturers and the chemical manufacturers, and points out the advantages of the Mississippi Delta. The States in the South Atlantic area present an attractive view for the English spinner who desires to have a closer control over his necessary raw supply, and from one of the bulletins published by the United States Department of Agriculture I quote the number of acres planted, making a comparison of 1911 with 1912:

	Acres planted.	
	In 1911.	In 1912. P. C.
Virginia.....	44,000	43,000 98
North Carolina....	1,657,000	1,558,000 94
South Carolina....	2,800,000	2,604,000 93
Georgia.....	5,579,000	5,021,000 90
Florida.....	318,000	283,000 89
Alabama.....	4,043,000	3,720,000 92

"The total acreage in 1911 was 36,681,000, and in 1912 34,097,000, indicating that this year's cotton acreage is only smaller by 7 per cent. than that of 1911 in those States comprising the South Atlantic area, between the Virginia Capes and the Gulf of Mexico, which States produce about 47 per cent of the entire cotton crop of the United States.

"The commercial value of cottonseed is well represented in the quotation of the following figures: The total value of cottonseed products in 1875 was less than \$1,000,000; in 1911 it was more than \$175,000,000. In certain sections where intensive and intelligent cultivation has been employed a bale of cotton to the acre is not exceptional. The figures for the county of Scotland, North Carolina, are attractive, and show that during the year 1911 this county produced two bales of cotton for every man, woman and child in the entire county; the income from agricultural pursuits amounted to \$165 for every man, woman and child and the total bank deposits amounted to \$76 for every man, woman and child in the county.

"The investigations of the Government have produced a remarkable series of figures in regard to the cultivation of Sea Island cotton, and the area in which its production is possible and remunerative has been outlined, starting on the coast about Charleston and running down the Atlantic coast to a point just north of Jacksonville, where it turns west and runs out to the Gulf of Mexico and inland to about Madison, Fla. This area comprises many thousand acres of lands lying in 42 counties in three of these States, and is capable of supplying the entire Sea Island cotton output of the world, producing in these counties in South Carolina, Georgia and Florida the highest-priced cotton known to the world's markets. Georgia alone produces about one-half of the entire Sea Island cotton crop of the world, and Manchester buys largely of this staple. The record of these well-known facts must interest the English spinners, and probably it is only necessary to call the matter to their attention."

Going Value and Methods of Determination.

By MORRIS KNOWLES, C. E., of Pittsburgh.

The term "going value" has been variously defined, but the three main ideas are as follows:

(1) The earning power of a corporation, due to the fact that it is a paying concern.

(2) The value of the deficits incurred in the formative period of the existence.

(3) The value that the corporation has, due to the fact that connections are made and service is in use, while another would have to make all this preparation.

There are three ways of arriving at a going value, which have either been recognized by courts or utility commissions, or advanced by engineers and appraisers. It will be seen that each method of calculation corresponds closely to one of the three definitions. These methods of calculation are:

First—By capitalizing net earnings.

Second—By securing the value of the deficits during the period of development.

Third—By comparison of the earnings of the present plant with those estimated for a hypothetical comparative plant during a supposed development period.

1—Capitalization of Net Earnings.

For a number of reasons, this method has not been approved within recent years. Earnings depend on the rates; thus fluctuations in the latter affect the earnings and those which are based on such rates can be no fairer than the rates themselves. In other words, to regulate rates by such method of valuation is reasoning around in a circle, and no intelligent result can be obtained.

2—Value of Early Deficits.

It is probable that a public utility will not, in the early days of its existence, meet the expenses of operation, maintenance, depreciation and interest and still pay a reasonable return upon the investment. Capital can, therefore, be attracted only when the future offers prospects of sufficient growth to place the company upon a paying basis. It is a case of gradually developing the business to the extent of being able to meet all charges, including a proper return upon the investment.

This method has been adversely criticised, because it deals with the original cost and not the reproduction cost of developing the present works. Such criticism may be warranted when the interests of the purchaser alone are considered. In case of a taking, it has been generally held that the reproduction cost shall be the basis of the valuation. It hardly seems equitable, however, that the interests of the new investor alone should be regarded in such a compulsory bargain, for there are circumstances in which the property has rightly cost considerably more than will be shown by the reproduction method. Some of the later decisions have recognized that original cost and book costs are proper elements to consider in a taking, and especially in a rate-making.

3—Comparative Reproduction Method

This method is applicable in cases where the rates are equitable and where a purchase is the object, rather than where a determination of the valuation for the purpose of fixing rates is desired. In the case of the latter purpose, it seems that this method is subject to the same criticism as the first one mentioned (that of capitalization of present earnings); for the use of the present earnings as a basis

in estimating the growth of a hypothetical plant and then arriving at the difference between the revenue from this and from the existing plant seems to suggest the same objection of reasoning in a circle. There are so many assumptions to be made in the application of this theory that there is a possibility of great disagreement between the appraisers. From the standpoint of a buyer who is willing to pay more and avoid the trouble of building up a business, the method seems quite applicable; but from the standpoint of the man who is selling the property, the reasons for its use does not seem so clear.

The review of the subject is thus summarized:

First—There is some item of value to a public utility over and above the bare physical cost or value of the works.

Second—The former terms of "good-will" and "franchise value" are now, or should be, obsolete for the application in mind. The former because there is no good-will to a monopoly; the latter because, as strictly interpreted, there can be no value to that which the sovereign power, the people, have given for nothing, and especially in this day of public enlightenment, when the rates and charges are more and more becoming the subject of review.

Third—For lack of a better term today we are using the phrase "going value" as representing this intangible item. It is probable that a finer distinction, which may be recognized in the future, will be to name this "development expense," in the case of a forced sale, taking or rate-making and "business value" in the case of a purchase by an investor or a willing sale.

Fourth—While such item of value is recognized, the methods and details of determination have not yet been passed upon by the highest court. Generally the decisions have reviewed the discussions of methods without expressing opinions, and have accepted a value somewhere near the average. Some of the Western decisions seem to indicate an approach to the recognition of the theory of "development expense."

Fifth—The "development expense," as determined by the deficit method, has been most clearly outlined by the Wisconsin Railroad Commission, and has the advantage of such clear, intelligent discussion and the weight of such authority not yet reversed.

Sixth—The "going value" by the comparative reproduction method is particularly applicable for a harmonious purchase, and well represents all a careful investor could afford to pay for a property. It may be the only method that can be used, with various adaptations, in case the early financial history of the works is unknown, or in case the court ruling compels strict adherence to a reproduction cost, less depreciation, as the basis of physical value.

Seventh—This increment of value will generally be larger when determined as a "development expense" than if estimated by the comparative method, unless there has already been opportunity to recoup early losses.

Eighth—It is suggested that, for the purpose of a taking or rate-making (most cases come under those two headings), the fairest method is to consider such item as a "development expense," to be determined by the accumulation of deficits during a reasonable development period, below a fair return on the investment. If the rec-

ords and financial history are not sufficiently complete, then recourse must be had to a comparative reproduction method or to some modification of the other.

In using the deficit method, careful scrutiny of the financial records must be made, in order to eliminate improper or unjust charges, always tempering present exercise of judgment with a realization of the usual failures of early planning.

Activity in Birmingham District.

[Special Cor. Manufacturers Record.]

Birmingham, Ala., September 23.

Since last report no sale of Southern foundry iron has been reported at lower figures than a basis of \$13.50 per ton at Birmingham, and while no large tonnages were involved in the trading of the week, the demand for comparatively small quantities was very satisfactory. It is estimated that an aggregate of some 7500 tons, in carload lots, and lots of less than 500 tons each was sold, the bulk of which is for delivery in the remainder of the year. The demand represented practically all lines of the foundry trade, and no doubt resulted to an appreciable extent from the inability to obtain satisfactory deliveries against contracts that had been previously entered. This last is usually the case where low grades have been specified, and as a result, except in very large requirements, the differential of 25 cents per ton on a No. 2 foundry price has been practically established.

The tonnage of No. 3 foundry reported pending recently has not been placed through local offices, and it is understood that the asking prices submitted were prohibitive. The most important development in the week was the announcement that two furnaces in addition to the one now being made ready for operation will be blown in prior to October 15. With the additions proposed, five furnaces will have been blown in on foundry iron since September 1, meaning a net increase in the production to that extent. In one case referred to the increase has already been taken care of through order-books, and some 40,000 to 50,000 tons has been sold against the probable make at other plants that are to be put in operation. It is only against this last that orders are actually being solicited, as the majority of the producers are oversold for the remainder of the year, and are not disposed to contract at the ruling figures such tonnage as they will have for sale in the first quarter. The schedule of prices for the second quarter is still undetermined, notwithstanding the interest manifested by the trade generally in such requirements. A basis of \$14 per ton at Birmingham is more frequently mentioned in connection with this last, and it is understood that a round tonnage has been submitted the producing interests in definite form at such figures, with a differential of 25 cents per ton for the low grades required. Small lots of special analysis iron sold at \$14 per ton Birmingham within the week where delivery could be made promptly, but for such grades an advance of 50 cents to 75 cents per ton over the No. 2 foundry price is generally asked.

It is conceded that the producers will be very conservative in the matter of further advances in price, at least until the extent to which the trade has provided for its requirement through previous contracts is known and until the results of the proposed increased output can be ascertained more accurately. In the meantime, the trade appears to be most interested in the delivery of the tonnage already engaged, which is, of course, a favorable indication. Shipping reports from practically all operations show a movement about

equal to the output, while the increase in the consumption is indicated by the tonnage being engaged for spot delivery. This last demand has depleted certain storage yards of all grades, and has made significant inroads on warrant holdings. The aggregate stock accumulation on October 1 will hardly show that a substantial decrease has been made in the present month, but all active furnaces have been operated to capacity during the month, and the entire output of two furnaces for a larger part of the month is to be added to the aggregate production.

The condition of the market for standard basic is quite similar to that of the market for other grades. Local producers are not disposed to enter additional tonnage against the present rate of production, and in view of the capacity required for foundry order-book requirements, it is not practicable in certain cases to change furnace operations from foundry to basic. In the absence of sales, specific information in the matter of price for this last is not furnished, but the same advance that has been made in the price for foundry grades would no doubt obtain.

Southern warm blast charcoal iron continues to move at a satisfactory rate, without any change in the rate of production. The output of this grade is limited to two active stacks, but there is considerable accumulation on furnace yards.

In view of all conditions existing, prices on deliveries in the remainder of the year and through the first quarter are revised as below, but it is probable that some tonnage of such brands and grades as are actually on hand could be had at a slight concession from those figures, provided shipment could be made at the convenience of the producer. Revised quotations are per gross ton f. o. b. cars Birmingham district furnaces: No. 1 foundry, \$14; No. 2 foundry, \$13.50; No. 3 foundry, \$13.25; No. 4 foundry, \$13; gray forge, \$12.25 to \$12.75; mottled, \$12 to \$12.50; standard basic, \$13.50; charcoal iron, \$22.50 to \$23.

An interesting item in the pig-iron situation is the announcement to the effect that two additional cast-iron pipe plants are to be located at Anniston, Ala. Reports in this connection mention plans of the Lynchburg Pipe & Foundry Co. of Lynchburg, Va., to build a water-pipe plant with a capacity of some 200 tons daily, while the other plant referred to is to be built by the Alabama Pipe & Foundry Co. for the production of small sizes of cast-iron pipe. The cast-iron pipe industry has consumed a very significant percentage of the foundry iron produced in the Birmingham district for some years past, while just at this time the rate of consumption is larger than at any time previous. In this district proper the United States Cast Iron Pipe & Foundry Co. has in full operation its plants at Anniston, Bessemer and North Birmingham; the plant of the American Cast Iron Pipe Co. at North Birmingham is being operated to capacity, and is being enlarged; the plants of the Central Foundry Co. at Anniston and Bessemer are in full operation, and the plants for the production of smaller size pipe at Anniston, Gadsden, Bessemer and North Birmingham are taking a maximum tonnage of raw material. To this consumption is to be added at an early date a large tonnage for the Holt (Ala.) plant of the Central Foundry Co., and as soon as the new plant is completed the increased requirement of the American Radiator Co. All of the plants referred to are operated steadily, under ordinary conditions, and the several locations are such that a regular

movement, more or less extensive, is afforded from practically all of the active furnace capacity. With the new plants proposed at Anniston, when in full operation, the consumption at that point alone will be practically equal to the output of two blast furnaces.

Report is made of the following awards to cast-iron pipe manufacturers within the past week: 900 tons for the requirement at Weiser, Idaho; 600 tons for the requirement at Pasco, Wash.; 400 tons for Seattle, Wash.; 400 tons for Stockton, Cal.; 200 tons each for Los Angeles, Cal.; Salt Lake City, Utah; Ellensburg, Wash., and Wenatchee, Wash. Specifications for some 5500 tons for Omaha, Neb., which was awarded some week or 10 days ago, have just been received. This last was placed with the North Birmingham plant of the United States Company, but the price consideration is not given out. For the smaller lots mentioned, it is understood that the advanced prices were received. All quotations on nearby deliveries are firm, and for contracts to cover a long period of delivery there is a tendency to ask an advance, owing to the probability of a further advance in the price of pig iron. Quotations on class "B," or water pipe, are as follows per net ton f. o. b. cars at Birmingham district plants, viz: 4-inch, \$24.50; 6-inch and up, \$22.50, with \$1 per ton extra for class "A," or gas pipe. Special fittings are quotable at from \$47.50 to \$52.50 per net ton at foundry, depending upon the size of the requirement.

Heavy calls against contracts and serious delays in effecting delivery of the material required is the feature of the finished material market. The local mills continue to operate on double turn, but owing to the heavy bookings from time to time are no nearer up with specifications than for some weeks past. The advances that have been made in the asking prices have not checked the buying to any appreciable extent, and practically all active capacity, locally, is provided with specifications for the remainder of the year.

Old material is slightly more in demand and prices are considered stronger. Receipts at local yards for the past fortnight have been very heavy, but certain grades have been forwarded in equal quantities. Dealers are quite disposed to limit commitments of light cast and machinery grades to car lots, but would enter contracts for wrought and steel grades. Quotations as last revised are considered a fair representative of the several values, and we quote as follows per gross ton f. o. b. cars here, viz.:

Old iron axles, \$15.50 to \$16.
Old steel axles, \$13.50 to \$14.
Old iron rails, \$13 to \$14.
No. 1 railroad wrought, \$12.50 to \$13.
No. 2 railroad wrought, \$11.50 to \$12.50.
No. 1 country, \$9.50 to \$10.
No. 2 country, \$7.50 to \$8.
No. 1 machinery, \$10.50 to \$11.50.
No. 1 steel, \$10 to \$11.
Tram car wheels, \$9.50 to \$10.
Standard car wheels, \$12 to \$12.50.
Light cast and stove plate, \$8.50 to \$9.

The Cotton Movement.

In his report for September 20 Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during 20 days of the present season was 768,881 bales, a decrease under the same period last year of 87,452 bales. The exports were 311,924 bales, a decrease of 99,989 bales. The takings were, by Northern spinners, 58,035 bales, a decrease of 11,018 bales; by Southern spinners, 115,995 bales, an increase of 12,227 bales.

THE INVITING SOUTH.

No Other Section Offers Better Opportunity to Capital.

Mr. Charles H. Zehnder, 140 Cedar street, New York, writes to the MANUFACTURERS RECORD:

"It was my pleasure to take a short trip through the South the early part of this month. I have not been through this section since I sold my iron interests in Virginia in 1907. Aside from the drought that was everywhere apparent, and an abundance of dust, I found conditions so greatly improved since my last trip that I was truly delighted.

"I went down to Nashville by way of Cincinnati, and found the railroads—the Louisville & Nashville, Southern and Norfolk & Western—in splendid condition. The roadbeds were so greatly improved since my last trip, as well as the rolling stock, that I could hardly believe my eyes.

"The farmers seemed to be prosperous everywhere. There were good crops, and signs of prosperity were evidenced by good farm buildings. Many new and comfortable houses have been built, replacing old and dilapidated cabins, and they were of very neat and inviting construction. The fields and hills were full of cattle which looked as though they had been well pastured. The cities everywhere, to my surprise, were spending large sums of money for street improvements and public buildings. The schoolhouses were especially attractive, both in design and construction, and were commodious.

"While I did not use the highways very much, where I had opportunity to do so I found them in excellent condition, and all along the line townships and counties seemed to be improving them very greatly.

"The marvel of it all, however, I found in the city of Birmingham. The main thoroughfares were about as crowded as one finds Broadway at the busy time of the day; people were active and alert; stores were most attractive, and the lines of communication (street railways and automobile service) were practically as good as any Northern city. The suburban section of Birmingham, in my judgment, is equal to any of our most enterprising cities. The homes were most attractive, and many of them costly in design and construction. The streets are well lighted, and there is an abundant supply of water. Then the climax of it all seemed to be in the tremendous iron and steel works that had been constructed since my last trip to Birmingham. I do not today think of any more inviting place to live or do business, from almost any standpoint, than the city of Birmingham. They are now getting what they need very badly; that is, good hotel accommodations. I am told that they will have two within a year that will be of the very highest standard.

"At Chattanooga I found a beautiful city, well lighted, and a hotel of the highest standard of quality.

"I stopped a day at Bristol, Va.-Tenn., and I found there a most inviting city—splendid homes, and in the very center of one of the richest coal fields in the world. It is now being very rapidly developed. The Black Mountain District is, I think fair to say, equal to the best, and I am not sure but it is superior to any developed field so far, with 12 workable seams of coal one on top of the other, containing what is said to be the finest domestic coal mined any place outside of the anthracite region, and containing seams of coking coal that is equal to the best Pocahontas. This property is now opened to the Louisville & Nashville and Southern railways. I am also informed that the owners of the property are contemplating the building of a central power plant that will furnish electric power to all the operations, and

PRECOOLING PRODUCTS FOR RAILROAD SHIPMENT.



The plant of the Intermittent Vacuum Precooling Co. of Texas at San Benito, illustrated herewith, which was recently leased to S. A. Robertson, president of the San Benito & Rio Grande Valley Railway, is being enlarged and equipped with additional machinery and will be used in the manufacture of ice as well as in precooling the refrigerator cars shipped from the lower Rio Grande Valley in the approaching winter truck shipping season. Among the products shipped last season in precooled cars from San Benito, according to Mr. H. V. Watts of that place, were green beans, sweet corn, lettuce, cabbage, cauliflower, beets, carrots, radishes, turnips, eggplants, sweet peppers, kale, spinach, celery, tomatoes, cantaloupes, rhubarb and asparagus. The precooling plant at San Benito is able at present to cool six cars at a time, or thirty-six cars a day, and it is probable that after the coming season its capacity will be enlarged. The increase for the early winter season of this year over that of 1911 was from 1199 cars to 2373 cars, or near 100 per cent.

perhaps extend it to nearby cities. This coal is mined so very cheaply that it is believed power can be produced by electricity at the central plant at less cost, considering the capital investment, than any of the water-powers that have so far been opened up.

"The South certainly has in prospect a most cheerful future, and I know of no section in the country that offers better opportunities to capital investment. The South has certainly had a great awakening, and the energy displayed is commendable."

Activity at San Benito.

Commercial Club,
San Benito, Tex., September 18.
Editor Manufacturers Record:

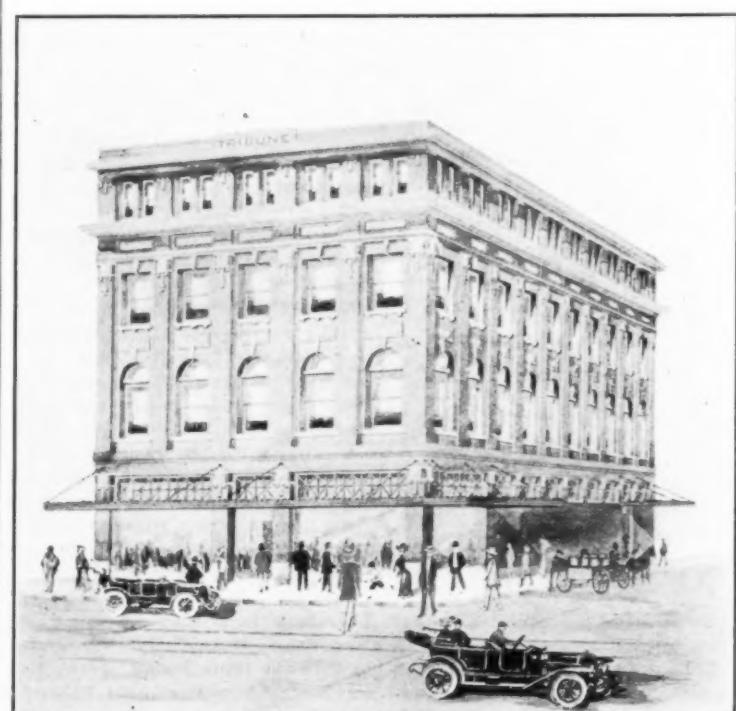
Drainage bonds to the amount of \$455,

000 issued by Cameron county (San Benito) drainage district No. 3 of 100,000 acres have been approved, registered and purchased by the Compton Bond Co. of St. Louis, Mo., and the money will be available in a few days. The contract for this drainage was let to the Rio Grande Construction Co. of San Benito, but sublet by it to the Callahan Construction Co. of Omaha, Neb.

The \$2800 12-ton motor grader has arrived, and the city will spend \$18,000, which is now available, in grading all of the streets of San Benito.

Bids were opened last night for a complete sewerage system for the town. Nystrom Bros. were the lowest bidders, but the contract will not be let until a few minor changes are made.

J. A. GRAHAM, Secretary.



TAMPA TRIBUNE'S NEW HOME.

Building nearly completed; newspaper and commercial printing and offices of Tampa Tribune Publishing Co., Tampa, Fla.; building 100 feet long by 55 feet wide; 12-inch Roman bond buff brick, trimmed in marble; 20,000 square feet of floor space; electric lighting fixtures, costing \$1000; electric passenger elevator, costing \$2200; building cost, without mechanical equipment, \$36,000; contractor, E. W. Parker of Tampa; architects, Bonfoey & Elliott of Tampa.

TO LUMBER SCIENTIFICALLY.**More Than \$800,000 in Purchase of Timber Rights at Biltmore.**

[Special Cor. Manufacturers Record.]

Asheville, N. C., September 20.

The stumpage on 68,000 acres of his mountain forest preserve was today sold by the representatives of George W. Vanderbilt to Louis Carr and W. F. Decker at the price of \$816,000, or \$12 an acre. The tract lies in the counties of Transylvania, Henderson and Jackson, and on Davidson River and Mills River, including the noted "Pink Beds" or meadows of pink blooming flowers, and extends nearly to the Transylvania branch of the Southern Railway. Its timber is chestnut, poplar and several varieties of oak, besides balsam and hemlock on the high slopes.

The stumpage is estimated at 250,000,000 feet, this being made by Overton W. Price, who left the United States Forest Service with Gifford Pinchot and now represents Mr. Vanderbilt's forestry interests, it is stated by Biltmore Estate office, and the purchasers are given 20 years in which to operate. They are limited to chestnut 14 inches and over and other woods 16 inches and over. It is conditioned that lumbering operations must conform to the standards of the United States Bureau of Forestry.

Mr. Carr is president of the Norwood Lumber Co., which purchased and is now operating the 50,000-acre timber tract on Forney's Creek, on the Murphy branch, formerly belonging to C. J. Harris, and it is he who purchased the Murchison tract in Yancey county several years ago, later selling it to the Browns of Puxitawney, Pa. Mr. Decker is manager, secretary and treasurer of the Brevard Tanning Co., whose plant is at Brevard. The purchasers state that Mr. Carr will operate the lumber and Mr. Decker's company will take the million cords of tannic acid wood estimated to be on the tract. A railway 15 miles in length will soon be built from Pisgah Forest, where a large mill and shipping plant will be built. Pisgah Forest is about 35 miles from Asheville.

Mr. Vanderbilt's profits on the sale will be very large, since he is to receive \$816,000 for land which cost him at the rate of \$2 an acre, or \$136,000, 20 years ago, and yet retain the land and a great deal of timber. It is true he has spent large sums in building roads through the tract, but these were necessary for the unfortunate timbering operations he conducted himself.

In the last few weeks experts have been surveying the water-power of the streams on this tract, and as the contract with Messrs. Carr and Decker permits development of water-powers, it is the general belief that hydro-electric plants will be built on these streams, which form the upper waters of French Broad basin.

The persistent reports that Mr. Vanderbilt was to sell to the United States for forest reserve purposes are due to the presence here of men sent here by Price, who are or were in the United States Forestry Service. One at least of these appraisers is now a Government employee.

DONALD GILLIS.

LARGE SALES OF CEMENT.**Activities of Tidewater Portland Cement Co. in the South.**

The steamer Luckenbach, leaving Baltimore today, carries 17,000 barrels of Tidewater cement to be delivered at Tampa, Fla.; 5000 barrels are now in transit for delivery at Key West to be used in the construction of the concrete base for the brick pavement now being extensively laid in that city, and 10,000 barrels are ready to be sent to Jacksonville within the next 10 days.

The recent sales of Tidewater Portland cement, manufactured by the Tidewater Portland Cement Co., Baltimore, to various points in the South and the establishment of its Southern office in Jacksonville, Fla., in charge of J. W. Stanford, Jr., marks an important development in the business of that company.

In establishing its Southern headquarters at Jacksonville the company has built two new warehouses with capacity of 10,000 barrels each, for the purpose of insuring prompt deliveries of cement in Florida and Georgia. The company charters its sailing vessels in the Southern ports when loading for Northern destinations so that favorable rates may be obtained for return cargo to those Southern ports. Considerable difficulty is encountered during the stormy months of September and October owing to the dangers incident to vessels rounding Hatteras during those months, so that steamer transportation is resorted to.

The company has a warehouse and agent at Norfolk, Va., and is represented by dealers in Wilmington, Charleston, Savannah and other cities. These dealers handle Tidewater Portland cement in boat lots representing the ordinary cargo of a coasting schooner.

The company has closed five big annual contracts with the United States Government after careful analyses, tests and inspection of the material, as well as of actual work that has been done with this cement. In addition to the contracts for the United States Government, the contract for the annual requirements of cement has been made with the District Commissioners of the District of Columbia amounting to 50,000 to 60,000 barrels. The contracts with the Government include about 30,000 barrels for the Bureau of Engraving and Printing building; the entire requirements for one year for the Navy Department, including yards and docks; the annual requirements for the Naval Academy, Annapolis, and also for the National Soldiers' Home at Washington, D. C.

This company's annual output is about 1,500,000 barrels, its full capacity being 1,750,000 barrels. It also has a capacity for manufacturing 30,000 tons of hydrated lime per year.

The company has just received the order for 10,000 barrels of cement for the Maryland State Roads Commission, to be used on the five miles of concrete roads being built in Charles county under its supervision.

BIG MACHINERY CONTRACT.**Southern Aluminum Co.'s Hydro-Electric Plant and Aluminum Works.**

The Charlotte office of the General Electric Co. of Schenectady writes to the MANUFACTURERS RECORD confirming the report it has received contract to furnish about \$400,000 worth of electrical machinery for the Southern Aluminum Co., Whitney, N. C., and confirms a statement in part as follows:

"The apparatus will consist of seven 5000-kilowatt and two 2500-kilowatt, 250-volt, direct-current generators and two 1250-kilowatt alternating-current generators, with all necessary switchboard and control apparatus. These direct-current generators are among the largest ever built. The Southern Aluminum Co., in approximately eight months, proposes to have in operation a manufacturing plant that will turn out 25,000 tons of aluminum annually. The work at Whitney is in charge of Dr. R. Heroult, an eminent French engineer, considered among the craft as one of the most expert authorities on the manufacture of aluminum there is

in the world. The enterprise has been financed in France, and will in the end represent an expenditure of \$10,000,000. This plant will be second to none in the United States. There is only one other in this country that will compare at all with it, this being at Niagara Falls. Although Dr. Heroult has had charge of the work there only a few weeks, wonderful progress has been made, and it is expected that the plant will be entirely finished by June, 1914. In the development will be nine furnace-rooms where the process of converting the alumina into aluminum will go on, these being in dimension 60x500 feet each, and one electrode factory of similar size.

"The Southern Aluminum Co. is translating the scene at Whitney into a genuine city. Five hundred new concrete houses are being erected, and it is anticipated that while the plant is under construction 2000 people will be residing there. Among them will be eminent chemists and engineers, hydraulic and electrical. Experts in every department will be employed under the general superintendence of Dr. Heroult.

"The product of the company is universally used, perhaps for the making of wire more than anything else. In the manufacture of the commodity a type of clay is found in Georgia and the middle West named bauxite, and from this alumina is made. The electrical machinery which is to be installed at Whitney converts the alumina into aluminum by processes involving delicate and intricate methods. The development of alumina into aluminum is the only process that will be made at the Whitney plant."

TO SETTLE AT PARADIS.**Inspection of Reclaimed Land by a Party from Pittsburgh.**

Pittsburgh, Pa., September 13.

Editor Manufacturers Record:

With a party of 14 we left Pittsburgh September 3 for a trip of inspection as homeseekers to Paradis, La., more especially the land at Paradis, La., all expecting to make purchases if we found the conditions as they had been represented to us. We had formed some opinions from our knowledge of the Delta lands as to their fertility and possibilities as a farming proposition, but when we arrived at Paradis and found the land so much better than we had expected we all made purchases, buying to the limit of our means, and wished for more.

The cane seen growing at Lockport, La., was simply immense, as it was with other crops, and to find that much of the land on which these immense crops were being produced had been reclaimed from a portion of a lake, we were all convinced that the reclamation of the marsh lands of Southern Louisiana was perfectly feasible.

The same conditions were found at Raceland, La., where some 5000 acres had been reclaimed and all settled up by Northern farmers, who seemed to be prosperous, with all the conveniences of modern society as seen among the farmers of Ohio, Indiana and Pennsylvania. We talked with several who were very enthusiastic in their praise of their new homes.

Reclamation at Paradis is just nearing completion on some 8000 acres, and we were told that the land is being sold about three months ahead of its being ready to occupy, thus showing the great demand there is for this reclaimed land. Paradis is very nicely situated as to railroad and water transportation, being on the Southern Pacific, on the main line, with a number of trains available each way, as well as the canals, which make it convenient to the great city of New Orleans.

The most of our party will move to their

new home about January 1, at which time the land will be ready for occupancy. Many would have been glad to have remained, as the climate and conditions were so favorable, which was really a surprise to us all, as we had some forebodings as to the unbearable heat, mosquitoes and flies, that seems to be a bug-a-boo in the mind of everyone who is not familiar with the true conditions when the question of Louisiana is brought to them as a prospective home, but must say that we found no flies, nor mosquitoes, nor suffered half as much with the heat as our friends we left behind, although the people of New Orleans claimed that this was the hottest spell they had had during the whole season. This is evidence enough that Southern Louisiana has a right climate, with possibilities that cannot be found in any other section of the United States, as her soil is undoubtedly the richest on earth, where fertilizer will not be necessary for generations. This in itself is a great asset for successful farming, and appeals to our fellows most forcibly.

We have all returned as boosters for the Delta lands of Southern Louisiana, feeling that our influence in directing our Northern friends will be given in the right direction and those who may invest upon our recommendation will some day thank us for doing them one of the greatest favors of their lives. A. F. BACON.

BRIDGING SOUTHERN STREAMS.**Projects Embodied in Acts by the Last Session of Congress.**

Among the projects in the Southern States looking to the construction or reconstruction of bridges embodied in acts of Congress at the session just ended are the following:

The Mississippi River, Memphis, Tenn., by the Arkansas & Memphis Railway, Bridge & Terminal Co.

Tug Fork of Big Sandy River at the boundary of West Virginia and Kentucky or of West Virginia and Virginia by the Norfolk & Western Railway Co.

Russell Fork of the Big Sandy River, Marrowbone, Millard and Elkhorn City, by the fiscal court of Pike county, Kentucky.

Morris & Cummings' Channel, Harbor Island, Nueces county, Texas, by the San Antonio, Rockport & Mexican Railway Co.

White, Arkansas, Saline, Ouachita and Red rivers, Arkansas, by the St. Louis Southwestern Railway Co.

Mississippi River, St. Louis, Mo., by the Chicago, Burlington & Quincy Railroad Co.

Cedar Point, Ala., by the Dauphin Island Railway & Harbor Co.

Goose Creek, Berkeley county, South Carolina, by the Cooper River Corporation.

Tug Fork of Big Sandy, Williamson, W. Va., by the Williamson & Pond Creek Railroad Co.

Levisa Fork of Big Sandy River, near the Mouth of Card, by the fiscal court of Pike county, Kentucky.

Missouri River, Sibley, Mo., by the Atchison, Topeka & Santa Fe Railway Co.

Tug Fork of the Big Sandy River, Williamson, W. Va., by the Mingo & Pike Bridge Co.

Caddo Lake, Moorsingsport, La., by the Police Jury of Caddo parish.

Cumberland River between Maplewood and Overton's, Tenn., by the Louisburg & Northern Railroad Co.

St. Francis River, Hodge's Ferry, Mo., by Butler and Stoddard counties, Missouri.

White River, Branson, Mo., by Taney county, Missouri.

White River, Cotter, Ark., by Baxter and Marion counties, Arkansas.

Shipbuilding at Newport News.

In addition to the \$12,500,000 worth of contracts on hand recently noted in our columns, the Newport News Shipbuilding & Drydock Co. has received a contract from the Matson Navigation Co. of San Francisco for a steamship 446 feet long, 54 feet beam and 33 feet 6 inches depth to upper deck. This vessel will have accommodations to carry 90 first-class passengers. It will be of 4000 horse-power and will be fitted with six Scotch boilers. Oil fuel exclusively will be used, and it will be atomized mechanically. The vessel is to be completed within 13½ months from date of contract.

Another vessel ordered several months ago is being built at the Newport News plant for the same company. It is to be 500 feet long, 58 feet beam and 44 feet 9 inches depth to shelter deck. It will have accommodations for 250 first-class passengers. The engines will be 8500 horsepower, to give a sea speed of 16 knots. One-third of the power will be generated in Scotch boilers and two-thirds in water-tube boilers. Fuel oil will be used exclusively, and the builder's standard outfit for the mechanical atomization of oil will be installed. The Matson Line' steamers will be used in passenger and freight service between San Francisco and the Hawaiian Islands.

Efficiency vs. Inefficiency.

In the office of the Portsmouth Engine Co. of Portsmouth, O., there hangs a printed card which reads as follows:

Shop Requests.

1. Be sure that you understand accurately, clearly, every detail of what you intend to produce!

2. Consider *thoughtfully* the very best methods of producing it well and quickly!

3. Do not waste labor or material before you have compiled with the first and second:

4. Then, see how well and how quickly you can accomplish it—without hurting yourself!

THE PORTSMOUTH ENGINE CO.,
September, 1912. Portsmouth, O.

The suggestions made in this card could be studied with advantage by everyone in every line of work. They are applicable not only to men in the shop, but to men and boys in an office, as well as in every other business place. They fit any occasion where work is to be done, covering every range of activities from the farm to the factory. They are worth studying by people who want to do things. They tend to efficiency at a time when inefficiency is everywhere in evidence. The difficulties of every business are vastly increased and the profits lessened by inefficiency where managers have a right to expect efficiency. And yet the inefficient employee rarely recognizes his own shortcomings, or if he does he fails to overcome them.

American Iron and Steel Institute.

The third general meeting of the American Iron and Steel Institute will be held at Pittsburgh, Pa., October 25 and 26. Friday, the 25th, will be devoted to addresses on business topics, scientific topics and welfare work. The officers of the association are Elbert H. Gary, president; Powell Stackhouse, first vice-president; Willis L. King, second vice-president; Charles M. Schwab, third vice-president; Edward Bailey, treasurer, and James T. McCleary, secretary.

To Settle Cut-Over Lands.

Y. Allen Holman, Ozark, Ala., writes to the MANUFACTURERS RECORD that he has purchased from the Florida & Alabama Land Co. of Pensacola, Fla., a tract of 3000 acres of cut-over lands in the northern part of Santa Rosa county, Florida, and the southern end of Covington county, Alabama, and will subdivide the tract into small farms for immigrants.

GOOD ROADS

WEEK'S HIGHWAY RECORD.

Progress in Southern Road and Street Improvement.

[Full details of highway undertakings are given in the Construction Department, published elsewhere in this issue.]

Bonds Voted.

High Springs, Fla.—Town voted \$7500 bond issue to pave additional concrete sidewalks and complete several hard streets.

Miami, Fla.—Dade county voted \$250,000 bond issue for road construction.

Waycross, Ga.—City voted \$30,000 bond issue for street paving.

Bonds to Be Voted.

El Paso, Tex.—City will vote on \$400,000 bond issue for grading and draining suburban streets, etc.

Franklin, N. C.—City will vote on \$10,000 bond issue to complete roads.

Contracts Awarded.

Chocotah, Okla.—City awarded contract to construct 30,000 square yards asphaltic concrete pavement on concrete base.

Durham, N. C.—County Commissioners awarded Mangum street road grading and macadamizing contract; about one mile road; about \$10,000 available.

Eunice, La.—City awarded contract at \$14,895 to pave about five miles cement sidewalks, curbing, etc.

St. Petersburg, Fla.—City awarded contract to pave 55 blocks with vitrified brick and granite curbing.

Fort Lauderdale, Fla.—City awarded contract to lay cement sidewalks along South River street; bond issue of \$40,000 recently voted for paving and sewer construction.

Norfolk, Va.—City awarded contract for paving 13,000 square yards on Church street with granite blocks and wooden keys; cost about \$18,000.

Rockville, Md.—Montgomery county awarded contract to construct six miles of road; cost \$30,000.

Sedalia, Mo.—Twelve-Mile Special Road District awarded contracts to construct 55 miles of rock and gravel road; amount available \$225,000.

Talladega, Ala.—City awarded contract to pave public square and several of principal business streets; about 20,000 square yards surface, 12,000 linear feet granite curb, grading, etc.

Contracts to Be Awarded.

Atlanta, Ga.—Fulton county will pave Peachtree road with bitulithic; pavement to extend 18 feet each side of car tracks; oiled macadam between tracks; cost \$13,520.

Birmingham, Ala.—Jefferson county receives bids October 24 to grade, drain and surface with chert three miles of Old Stouts road.

Charleston, Miss.—Tallahatchie county will construct 40 miles of roads; amount available \$25,000.

Denison, Tex.—City will pave Mirick avenue with asphalt macadam; 22,000 square yards; \$15,000 available.

Fort Worth, Tex.—City will improve Clinton avenue, 17,900 square yards, with vitrified brick, Bermudez bituminous concrete or rock asphalt.

Linden, Ala.—Marengo county will grade and surface with sand-clay four miles of road; expenditure \$8000.

Little Rock, Ark.—Commissioners Street Improvement District No. 176 will grade and pave 14,000 square yards of street.

Lynchburg, Va.—City received bids September 25 to pave Blackwater street and Concord turnpike with old material furnished by city; 2500 cubic yards excavation, 5000 square yards old cobble to be laid and 5000 linear feet old stone curb to be set.

Marion, Ala.—Perry county receives bids October 21 to grade, drain and surface with sand-clay about four miles of Fikes Ferry road; expenditure \$8000; also five miles of Marion end of Uniontown road; gravel four miles of Burroughs Ferry road.

Montgomery, Ala.—Montgomery county receives bids October 7 to grade about five miles of road.

Moultrie, Ga.—City will pave about one mile of streets.

Pascagoula, Miss.—District No. 4, Jackson county, will construct about two miles shell road and three miles dirt road.

Rockford, Ala.—Coosa county will grade, drain and surface with topsoil six miles of Kellyton and Rockford road.

San Benito, Tex.—City will expend \$18,000 in grading streets.

Tazewell, Va.—Tazewell county receives bids September 28 to construct and improve about 65 miles of road.

Wheeling, W. Va.—Ohio county will grade and pave with stone 4.3 miles of road.

Winnfield, La.—City will pave five miles of sidewalk.

American Road Congress.

With the exception of the executives of 11 States, all the Governors in the United States have appointed delegates to represent their respective communities at the American Road Congress to be held at Atlantic City September 30 to October 5.

Among the railroad presidents who have informed President Logan Waller Page that they will be present at the sessions of the Congress are James McCrea of the Pennsylvania Railroad Co., B. F. Yoakum of the Fisco Lines, L. E. Johnson of the Norfolk & Western and George W. Stevens of the Chesapeake & Ohio.

Among the other acceptances are those of the Minister of Agriculture and Roads of the Province of Quebec, Hon. J. E. Caron; Chief Engineer de Pulligny of the French Government; Col. Spencer Cosby of the Corps of Engineers, U. S. A.; Prof. Wm. H. Burr of Columbia University, who is one of the foremost consulting bridge engineers of the world; Lee McClung, Treasurer of the United States; Col. George Harvey; Mayor Fitzgerald of Boston; Frank B. Kellogg, president of the American Bar Association, and Gen. John C. Black, president of the United States Civil Service Commission. Mayor Gaynor has sent word that the chief engineer of each of the boroughs of New York will attend the Congress.

Governor Wilson of New Jersey has not appointed delegates to the Congress, because he will be present himself to make the address of welcome, while the highway commissioner of the State will preside over the construction and maintenance section.

Louisville-Nashville.

Board of Trade,
Nashville, Tenn., September 21.

Editor Manufacturers Record:

To further the important work of rebuilding of the old Louisville and Nashville turnpike, or turnpikes, as the case may be, the commercial organizations of Indianapolis, Louisville, Nashville and Chattanooga, with representatives of other commercial organizations, automobile and good-roads organizations, will hold a meeting on October 4 and 5 at Mammoth Cave, Ky.

Automobilists and good-road advocates will attend from Indianapolis, Louisville and immediate points on the north, and from Chattanooga, Nashville and immediate points on the south. It is expected that more than 100 automobiles will make the trip. The largest attendance, however, will be from the towns and counties between Louisville and Nashville.

It is the purpose of the organization

under whose auspices this meeting is being held to encourage the building of both roads and thereby give two first-class highways connecting the two cities.

A large number of automobiles will leave both Nashville and Louisville Friday morning, October 4, for the cave. Short good-road meetings will be held along the way. The cave will be reached Friday, where a trip through the cave will be made. On Saturday morning the big good-roads meeting will be held. Prominent speakers from the three States will deliver instructive addresses, and plans of a permanent nature will be perfected. A big barbecue dinner will be served at 1 o'clock, after which the parties will return to their homes via different routes than over which they went.

The route which is most frequently used at the present time going from Nashville is White House, Franklin, Ky., Bowling Green, Cave City, Camer, Hodgenville, New Haven, Bardstown, Mt. Washington and on to Louisville.

CHAS. C. GILBERT, Secretary,
Good Roads Department.

LUMBER

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

FOR CUTTING ARKANSAS TIMBER.**Then Developing the Land for Agricultural Purposes.**

The Gerard B. Lambert Company, Gerard B. Lambert, president, 527 Fifth Avenue, New York, wires the MANUFACTURERS RECORD:

"Have option on 20,000 acres in Phillips county, Arkansas; will exercise November 1; starting now to build railroad into property from Elaine; will cut hardwood off (about 240,000,000 feet) and turn land into plantations; incorporated with \$200,000 paid in; main office at Elaine, Ark."

Stating further details, the company writes:

"Our idea is to cut the merchantable timber, which is composed of hardwoods (oak, ash, elm, gum, cottonwood, etc.) and dispose of this as timber. Have no intention of going into the lumber business, our main idea being to cut the timber off the land and dispose of it as quickly as possible and immediately follow up by clearing the land and putting entire tract under cultivation. Survey for main road is being made, and on completion of this, and as soon after as our engineers are able to make their specifications, we will ask for bids for construction of roadbed and laying ties and rails for 8½ miles. The roadbed to be first-class in every manner and to be from 18 to 24 inches high, and ditched on both sides. The machinery necessary to remove this timber at the rate of 200,000 feet a day to be purchased new, and only the best of locomotives and logging machinery and equipment of every kind. The company has secured John D. Crow of Elaine as superintendent of this property. If it is possible to cut and dispose of more than 200,000 feet a day we will do so. It is estimated there is about 240,000,000 feet of merchantable timber on the land."

Henry F. Holbrook, formerly of New York, and president of the Holbrook Company, but now of Elaine, is secretary and treasurer. Arthur H. Lowe of Fitchburg, Mass., and E. M. Allen of Kelley & Allen, Helena, Ark., are directors."

To Cut 65,000 Acres.

The Singer Manufacturing Co., Cairo, Ill., has purchased 65,000 acres of timber land near Tallulah, La., and will build a large sawmill and veneering plant.

RAILROADS

[A complete record of all new railroad building in the South will be found in the Construction Department.]

MISSOURI PACIFIC'S YEAR.

President B. F. Bush Reports Improved Results and Much Betterment to the Property.

The annual report of the Missouri Pacific system, which covers the fiscal year ended June 30, includes in the totals the results of operations of the St. Louis, Iron Mountain & Southern and other subsidiary roads. Total revenues exhibit an increase of well-nigh \$2,000,000, and operating expenses show a decrease of more than \$2,000,000. There is also a large decrease in the deficit after payment of charges.

Here are the total figures: Gross revenues \$54,503,250, increase as compared with the last year's report \$1,726,658; total operating expenses \$41,280,592, decrease \$2,049,344; net \$13,222,658, increase \$3,776,002.

The Missouri Pacific Railway individually reports gross earnings \$24,401,135, increase \$192,363; net after payment of operating expenses and taxes \$2,146,585, increase \$1,700,230; total income \$5,590,969, increase \$3,828,367; deficit after payment of fixed charges \$2,320,019, decrease \$3,725,096.

The St. Louis, Iron Mountain & Southern Railroad individually reports gross earnings \$30,102,115, increase \$1,534,294; net after payment of operating expenses and taxes \$8,711,840, increase \$1,781,410; total income \$9,278,384, increase \$1,844,643; surplus after payment of fixed charges \$2,122,576, increase \$1,304,001; surplus after payment of dividends \$246,927, decrease \$471,648.

President B. F. Bush reports a number of items in the way of additions and betterments. About 20 miles of line have been laid with 100-pound rails, 322 miles with 85-pound rails and 110 miles with 75-pound rails (the latter being relayers from busier sections of road), replacing lighter rails. Revetment work has been done for protection against encroachment of the Missouri and the Mississippi rivers.

Notwithstanding a serious curtailment of the working season attributable to extraordinary weather conditions, particularly floods in Arkansas and Louisiana, some of the lines in that section having been out of commission for a period of nearly three months, gratifying progress has been made in improving the roadway. Rail and tie renewals, widening fills and cuts, new and patch ballasting and general track work have been prosecuted to the utmost economical limit. The total expenditures for maintenance of way and structures aggregate \$1198 per mile of road. Cross and switch ties were renewed to the number of 3,739,242.

"Total capital expenditures \$10,756,025, of which \$5,615,600 was for cars and locomotives and \$1,027,900 was for new construction. The balance went for miscellaneous work, rail, ballast, siding, station building, and so forth. This is exclusive of those items of improvement accomplished and charged to a maintenance both of roadway and equipment, the total of the latter two aggregating nearly \$17,000,000.

"The introduction of heavier power and the more efficient condition of equipment, roadway and appointments enabled an improvement in train operation, the average tons of revenue freight per freight train mile having increased 14.47 per cent., and the loading per freight car mile 4.19 per cent. All of these items likewise contributed to a very decided advance in the

character of the service rendered the public.

"Charges for general administration were reduced 12½ per cent.

"New industries numbering 311 and representing an actual investment of nearly \$11,500,000 were established on or adjacent to the right of way, and 122 industrial side-tracks constructed.

"The company's commissioner of agriculture has actively extended the educational work of scientific cultivation, and with continued satisfactory results."

CHESAPEAKE & OHIO.

Prosperity and Growth Reflected in the Annual Report.

A prosperous condition of its system is revealed by the annual report of the Chesapeake & Ohio Railway Co. covering the fiscal year ended June 30, 1912, the thirty-fourth of its history. President George W. Stevens says that despite the remarkable severity of last winter and the increased work resulting therefrom, the operating ratio of the company has decreased and the revenues, ton miles and efficiency have increased, which statement is borne out by the income account and other statistics.

Total operating revenues were \$34,289,869, increase \$1,706,458; total operating expenses \$22,635,681, increase \$842,066; percentage of operating expenses to earnings 65, decrease .9; net operating revenue \$11,654,188, increase \$864,392; gross income \$13,462,751, increase \$1,112,140; net income after payment of fixed charges, taxes, rentals, etc., \$4,274,206, increase \$1,045,921. This made the total credit to profit and loss \$5,985,306, out of which were paid dividends amounting to \$2,845,678, and discount on notes sold and sundry adjustments, leaving total net balance to credit of profit and loss \$2,760,398, as compared with \$1,711,100 at the end of the last year.

The total assets of the company are \$25,8205,221, which includes the road and equipment at \$198,388,074.

President Stevens also says: "An extensive yard and terminals have been completed during the year at Silver Grove, Ky., about 12 miles east of Cincinnati, at a total cost of \$919,373.66. The increased facilities thus afforded for the handling of the company's traffic over the Cincinnati division have been much needed, owing to the rapid increase in coal tonnage moved westward, and should lead to further economies of operation. Yards and terminals at Summit, O., and Boston, Ind., on the Chicago line, have also been completed and put in operation at a total cost of \$701,304.79.

"Extensions of the Raleigh & Southwestern, Coal River & Guyandotte Valley branch lines, aggregating 49.5 miles, have been completed. The Island Creek Railroad, 6.6 miles, has been leased, and the Logan & Southern Railway, 1.2 miles, has been acquired. The construction of all second track authorized has been completed, and the company now owns two tracks from tidewater at Newport News, Va., to Cincinnati, O., a distance of 655 miles, except nine miles in the mountains of West Virginia."

Concerning the company's road to Chicago, President Stevens says: "This line has not yet begun to yield any return to the company upon the sums invested in the purchase of its stocks and bonds. This is due in part to its physical condition at the time it was acquired and to the consequent necessity for steady improvement and excessive maintenance work, coupled with the necessity for expediting through traffic in order that the business offered by the company might be handled. Careful measures have been undertaken for bringing

this line to a much higher state of efficiency, and the outlook upon its future earnings appears more favorable now than at any time since its acquisition."

TUNNEL AND RAILWAY.

JACKSONVILLE PLAN FOR ELECTRIC ROAD TO SENSIFFE AND ST. AUGUSTINE.

Notice is published at Jacksonville of intention to apply for charter for the Florida Interurban Railway & Tunnel Co., capital \$2,000,000, for the construction of a tunnel or tunnels under the St. John's River from Jacksonville to South Jacksonville, and an electric or other interurban railway about 45 miles long from Jacksonville to Pablo Beach and St. Augustine, Fla.

The incorporators and directors are M. W. Bates, president; John S. Mabry, vice-president; William R. Letcher, secretary; G. G. Dowling, treasurer, and R. B. Harrison, all of Jacksonville.

It is further said that the promoters have plans all made to begin operations toward the fulfilment of the enterprise within six weeks, and that the incorporators are members of the Bates-Dowling Company, a real estate concern.

The plans as announced design that the tunnel shall be used not only by the railroad, but by carriages, wagons and other vehicles, as well as pedestrians. Mr. Letcher is reported saying that some of the best engineers have agreed that a tunnel is entirely practicable, and it is intended to push the undertaking to a successful conclusion.

President Bates wires the MANUFACTURERS RECORD that a double-tube tunnel about one-third of a mile long is planned under the river, and, in addition to the railway, it will accommodate other classes of street traffic. Active work will begin as soon as the necessary franchises, the charter and the rights of way are obtained, which will be within three months or less.

Another report says that H. I. Snyder and H. G. Perring will be consulting engineers for the enterprise and E. M. Gibson will be engineer in charge of the work.

NEW EQUIPMENT, RAILS, ETC.

INTERNATIONAL & GREAT NORTHERN is reported to have ordered 100 ballast cars.

Louisiana Pacific Railway, of the Shreveport, Alexandria & Southwestern system, is reported to have ordered 2500 tons of 60-pound rails from the National Iron & Steel Co., Houston, Tex.

Maxton, Alma & Southbound has ordered a 10-wheel locomotive from the Baldwin Works, Philadelphia.

San Antonio & Aransas Pass Railway is expected to soon order 500 freight cars. It has received 10 passenger cars from the General Equipment Co., New York.

Louisiana Railway & Navigation Co. has ordered two consolidation locomotives from Baldwin's.

Santa Fe has ordered 40,000 tons of rails from the Illinois Steel Co., Chicago, and 10,000 tons from the Maryland Steel Co., Sparrows Point, Md.

Burlington Route is reported contemplating the purchase of 500 steel under-frame flat cars.

Missouri, Kansas & Texas Railway, says a market report, has ordered 10,000 tons of special steel rails from the Pennsylvania Steel Co., Steelton, Pa.

Texas & Pacific Railway is reported to have ordered 200 tons of bridge steel from the Virginia Bridge and Iron Works, Roanoke, Va.

The Cochrane lines, Mobile, Ala., have ordered two additional locomotives of heavier type than heretofore used from the Baldwin Works, Philadelphia, for delivery in October. They have also under construction 150 additional box cars, 40 coal

cars and 60 flat cars, besides two complete passenger trains of vestibuled cars, the latter from the American Car & Foundry Co. of St. Louis. This equipment will be operated on the Tombigbee Valley and Alabama, Tennessee & Northern railroads.

Birmingham & Southeastern Railway is reported to have ordered 3000 tons of standard section rails from the Ensley mill of the United States Steel Corporation.

An additional rail order for several thousand tons is reported received by the Pennsylvania Steel Co. from the Atlantic Coast Line.

SANDY VALLEY & ELKHORN.

NEW COAL ROAD FULLY COMPLETED FROM SHELBY TO JENKINS, KY.

The Sandy Valley & Elkhorn Railway, 28 miles long from Shelby to Jenkins, Ky., has been completed and will be turned over to the Baltimore & Ohio Railroad Co., which will operate the road October 1. This new line was constructed jointly by the Consolidation Coal Co. and the Baltimore & Ohio Railroad. It is built in a superior manner with 90-pound rails to handle heavy coal traffic from the Elkhorn mines of the coal company in the vicinity of Jenkins, which is a new mining town built since the beginning of construction on the railroad. The cost of the line is said to have been about \$5,000,000, including its equipment of 2000 steel drop-bottom gondola cars. Langhorne & Langhorne of Richmond, Va., were the contractors.

Connection is made with the Big Sandy line of the Chesapeake & Ohio Railway at Shelby, and the output of the mines is hauled over that road northward to a connection with the Baltimore & Ohio. The grades of the new road are easy, so that a heavy load can be pulled by each locomotive. Although the railroad was not entirely completed, the coal company has been able to ship over it for about a month, and has been sending out an average of 2000 tons a day.

The extension of the Louisville & Nashville Railroad, which is coming into the mining region from the west, is expected to be finished about December 1. There are already eight coal mines open, and when this road is ready five more mines will be developed on its line. This extension is about 90 miles long.

GEORGIA NORTHWESTERN.

Georgia Northwestern is the name selected for a proposed railroad which, according to a report from Gainesville, Ga., is being promoted by Craig R. Arnold of Dahlonega, Ga., and others. It is to run from Gainesville to New Bridge, following some old surveys; thence to Dawsonville, Tate and Calhoun, altogether about 100 miles.

On this route it will cross divisions of the Louisville & Nashville Railroad and at Calhoun will connect with that company's main line to Chattanooga. A branch will be built to Dahlonega. The line will open up mineral and timber lands, besides affording transportation facilities to considerable farming country. Others mentioned as interested are G. R. Glenn of Dahlonega, Wm. H. Withers of Atlanta, H. H. Denn, M. C. Brown, John H. Hosch, John E. Redwine, W. A. Roper and Hayne Palmour of Gainesville.

ORDERS MORE TELEPHONES.

The Central of Georgia Railway recently ordered from the Western Electric Co. its third installation of telephone train dispatching equipment within a year. The first section of road to be so equipped is from Columbus, Ga., to Birmingham, Ala., and the second from Macon to Atlanta, Ga. The third installation will be from

Macon to Columbus, branching off at Fort Valley and going from there to Albany, Ga., a total of approximately 180 miles. The dispatcher will be at Albany. This leaves only one section of the main line not equipped for telephone train dispatching—the division from Savannah to Macon—but plans are already being made for this installation.

Seventeen way stations will be equipped with Western Electric No. 102-B selector sets, containing the well-known No. 50 type selector. Seventeen siding telephones of the No. 1317-W type will be installed in booths to be built along the right of way, and every train operated on the division will carry a No. 1330-E portable telephone set which may be connected to the line at any point in case of emergency, thus putting the conductor in touch immediately with headquarters.

Baltimore & Ohio's Statement.

The Baltimore & Ohio Railroad reports for August operating revenue \$8,878,271, increase as compared with the same month of last year \$587,756; total operating expenses \$6,011,020, increase \$528,705; net operating revenue \$2,867,251, increase \$59,051.

For the two months ended August 31 the figures are: Operating revenue \$16,931,156, increase as compared with the same period of last year \$1,319,484; total operating expenses \$11,671,494, increase \$1,113,721; net operating revenue \$5,259,662, increase \$205,763.

The statement does not include outside operations, which, it is estimated, will show a deficit of \$100,000 in net for August as compared with a deficit of \$41,507 for the same month of last year.

Piedmont & Northern's New Service.

The Piedmont & Northern lines have begun the operation of the electric interurban railway between Belton and Greenwood, S. C., 34 miles. This is the southern end of the system, and it connects at Belton with the electric railway running from there to Anderson, 10 miles, which has been operated for several years. The northern end of the interurban between Charlotte and Gastonia, N. C., has been in use for several months, and construction is progressing from Belton to Greenville and Spartanburg, S. C. By means of the connection at Belton trains are run through between Anderson and Greenwood, 44 miles altogether, and, including the line from Charlotte to Gastonia, the company is now operating about 65 miles of interurban railway.

New Warehouse and Pier.

An officer of the Atlantic Coast Line says that the company proposes to build at its Pinner's Point terminals near Norfolk, Va., a freight warehouse 800x80 feet and a new passenger transfer shed and pier 500 feet long. Construction will be of wood on a substructure of creosoted piles, and the approximate cost will be \$100,000.

MINING

West Virginia Geology.

There has just been issued from the press a new publication by the West Virginia Geological Survey, Morgantown, W. Va. This volume deals with the geology of Doddridge and Harrison counties. In addition to the detailed study and description of all the rocks, coals, limestones, clays, minerals, soils, streams and industries, with hundreds of oil and gas-well records, occurring within the area and given in this report, the geologic map gives the structural contours on the Pittsburgh coal, and thus is very valuable to anyone

interested in coal, oil or gas, in showing the exact positions of all the anticlines, synclines and structural terraces. The line where the Pittsburgh coal of commercial thickness and value disappears in Doddridge county is shown with much more accuracy on these maps with their larger scale of one inch to the mile, and containing all roads, streams, houses, etc., than was possible on the State map, with its much smaller scale. The soil map and report by the experts of the United States Department of Agriculture and the topographic map exhibit the usual features given in other county reports.

To Develop Tennessee Coal.

The Van Buren County Tennessee Coal Co., J. H. Sowder, chief engineer, Austin, Tex., will develop 10,500 acres of coal land near Walling, Tenn. It plans to install mining facilities for a daily output of 1500 to 2000 tons of coal, to build coke ovens and to construct a 10-mile railway. Mr. Sowder advises the MANUFACTURERS RECORD as above, and states that the company has incorporated with \$1,000,000 capital stock and a \$650,000 bond issue.

Development Near Tuscaloosa.

W. J. Gilmore, Birmingham, is reported as to develop coal property near Tuscaloosa for a daily output of 1000 to 1500 tons. He wires the MANUFACTURERS RECORD:

"Nothing to give out yet about the Tuscaloosa proposition."

A \$500,000 Company Incorporated.

The Kypadel Coal & Lumber Co., capital stock \$500,000, Lexington, Ky., has been incorporated to acquire coal and timber land. George W. Reese of Lexington, president; J. J. Dougherty of Connellsville, Pa., vice-president; Chas. S. Long of Lexington, secretary-treasurer.

To Develop Semi-Anthracite.

J. W. Baxter, Fayetteville, Ark., writes to the MANUFACTURERS RECORD:

"J. E. Ingalls and myself have recently discovered a 10-foot vein of very fine semi-anthracite coal four miles from Fayetteville. We wish contractors for sinking shafts and installing machinery."

Alabama Interstate Power Co.

Referring to its first water-power development on the dividing line between Coosa and Chilton counties in Alabama, the Alabama Interstate Power Co., E. A. Yates, chief engineer, Montgomery, writes to the MANUFACTURERS RECORD as follows:

"We are at present engaged in the construction of a dam and power-house at lock 12 on the Coosa River. This point is about halfway between Birmingham and Montgomery. The contract for this work was let on August 1 to McArthur Bros., who will build the dam and power-house substructure. The dam will be 1500 feet long on top, and the ordinary operating head on the turbines will be 68 feet. The first installation will consist of vertical turbines of the single runner type of 17,500 horse-power capacity, and provisions will be made for the installation of two units in the future. The dam and power-house substructure will contain 146,000 cubic yards of cyclopean masonry and 45,000 cubic yards of mass concrete. The power-house will be 330 feet long and 150 feet wide."

Other details of this company's plans for an ultimate development of 400,000 horse-power have been reported.

The inspection trip over the Central Highway of North Carolina from Morehead City to the Tennessee line will not take place until the spring.

TEXTILES

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the MANUFACTURERS RECORD. We shall be glad to have such matters at all times, and also to have any general discussion relating to cotton matters.

Southern Textile Directory.

The land and industrial department of the Southern Railway has just issued the 1912 edition of the "Southern Railway Textile Directory," giving a list of all the cotton, woolen, knitting and other textile mills along the Southern Railway, Mobile & Ohio Railroad, Georgia Southern & Florida Railway, the Virginia & Southwestern Railway and the Southern Railway in Mississippi. The directory shows a total of 782 mills in operation at the beginning of this year, 198,042 looms and 8,749,670 spindles. There were 614 cotton mills, 145 knitting mills and 38 woolen mills. By States the cotton mills and their equipment were as follows: Alabama 44 mills, 11,745 looms, 570,955 spindles; Georgia 94 mills, 29,614 looms, 1,295,380 spindles; Indiana 3 mills, 1864 looms, 69,020 spindles; Kentucky 3 mills, 32,496 spindles; Mississippi 7 mills, 984 looms, 44,216 spindles; Missouri 2 mills, 722 looms, 31,175 spindles; North Carolina 249 mills, 44,853 looms, 2,324,575 spindles; South Carolina 162 mills, 91,802 looms, 3,623,472 spindles; Tennessee 17 mills, 1,318 looms, 153,672 spindles; Virginia 19 mills, 9,509 looms, 335,600 spindles.

The Trion Company.

The Trion (Ga.) Company, recently reported incorporated with \$900,000 capital stock to take over the Trion Manufacturing Co., has organized and will undertake general improvements. Thos. G. Beal of Boston is vice-president and C. B. Caperton of Rome, Ga., is secretary-treasurer. Mr. Caperton wires the MANUFACTURERS RECORD:

"Improvements will cost about \$100,000 for village and about \$300,000 for new machinery and repairs to mill. B. D. Riegel of New York is president and treasurer."

This Trion plant has 51,284 ring spindles, 1,200 broad looms, 240 narrow looms, etc.

The Princeton Mill.

The Princeton Cotton Mills Co., Salisbury, N. C., has about completed its 50x96-foot building, with 25x50-foot ell, of brick and concrete. It is installing 20 68-inch looms and 16 78-inch looms, driven by electrical power (40 horse-power) for a daily capacity of 1000 yards of table damask. It expects later to install spinning equipment. This company's organization and plans for a 3000-spindle plant, etc., were heretofore reported.

Iron City Cotton Mills.

The Iron City Cotton Mills, recently reported incorporated with \$45,000 capital stock, takes over the Whittaker Cotton Mills at Blacksburg, S. C. This plant has 5000 ring spindles, and was recently purchased by C. M. Smith of Gaffney and associates.

Toxaway Mills' Addition.

The Toxaway Mills' additional buildings, at Anderson, S. C., include a two-story 283x105-foot addition to main mill, a 30x50-foot extension to boiler-house and

a 50x100-foot extension to warehouse, all of standard slow-burning construction. The Fiske-Carter Construction Co., Greenville, S. C., and Worcester, Mass., has the building contract, as reported in August, and will complete it early in 1913. Reports state the Toxaway Mills will double present capacity. This Anderson (S. C.) company now has 17,168 ring spindles, 484 narrow looms, etc.

Armon and Nims Mills.

The Armon Manufacturing Co., Mountain Island, N. C., has added seven spinning frames, one Coles automatic banding machine, one twister, two Brownell layers and two Universal winders, at an approximate cost of \$10,000. The Nims Manufacturing Co., Mt. Holly, N. C., has added eight new Fales & Jenks spinning frames of 208 spindles each. C. E. Hutchison of Mt. Holly is president of the Armon and Nims companies.

Monroe Cotton Mills.

The Monroe (N. C.) Cotton Mills will add 5000 spindles and 60 looms for manufacturing canton flannel. The company has purchased this machinery, instead of the 3000 spindles recently mentioned. It now has 8992 ring spindles, 194 broad looms, etc.

Cotton Duck and Gilling Line.

Depot Quartermaster's office, 26th street and Gray's Ferry road, Philadelphia, opens bids on October 22 for 320,000 yards of shelter tent duck and 9000 pounds of gilling line. For other details address as above.

Textile Notes.

The High Shoals (N. C.) Company will install 125 automatic looms in place of old-type looms, and has ordered this equipment.

The Marlboro Cotton Mills, McCall, S. C., will add 25 looms for weaving tire fabrics, and has awarded contract for this new machinery.

The Cabarrus Cotton Mills, J. W. Cannon, president, Concord, N. C., is considering the erection of a branch mill at Kannapolis, N. C. This company has 28,000 spindles and 542 looms at Concord.

The Seneca (S. C.) Cotton Mills will add 36 looms, 10 cards, 4 drawing-frames, 4 spindles, 2 intermediates and 1 slubber, all of which have been ordered. The company is building a 55x55-foot picker-room.

F. T. Hardwick, treasurer of the Crown Cotton Mills, Dalton, Ga., and associates plan the erection of a cotton mill at Phelps, Ga., where they have purchased 330 acres of land and water rights for \$5000.

The Paola Cotton Mills, Statesville, N. C., contemplates doubling capacity of plant now operating 5376 ring spindles, 2688 twister spindles, etc., but wires the MANUFACTURERS RECORD: "Have not decided definitely."

PLANS \$3,000,000 PAPER MILL.

Big Enterprise Reported from Louisiana.

P. N. Anger, Shreveport, La., wires the MANUFACTURERS RECORD as follows:

"Mill promoted by P. N. Anger will locate in Shreveport; capacity 200 tons paper; sulphate process; three Fourdrinier and two cylinder machines; will use yellow pine waste wood; buildings 1116 feet long; 10,400 horse-power boilers; 18 digesters; cost about \$3,000,000; New York and English capital; Shreveport donates 100-acre site and right of way for water to river."

FOREIGN NEEDS

Machinery and equipment wanted abroad are mentioned in many letters received by the MANUFACTURERS RECORD, which is so widely read in foreign countries that we are in constant receipt of many letters from all parts of the world. For the benefit of our subscribers seeking foreign trade we publish the following extracts from recent letters:

For Venezuelan Trade.

Soto & Ramirez, Apartado 414, Maracaibo, Venezuela, write to the MANUFACTURERS RECORD:

"We are agents here for foreign houses which desire to do business in our markets, but such foreign firms must be manufacturers of sound products of all kinds, and they must be able to compete with the numerous American firms located here. We could not accept business save as above noted, and only from leading firms enjoying good credit. We will accept agencies from firms exporting food products on the same terms, working on commission, and we can guarantee good returns to those who honor us with their confidence. As a general thing merchants of our country have ample capital and are good payers, always keeping their agreements, as they have been established many years. It is impossible for new houses to sell them for cash; on that we cannot accept agencies from firms whose sales are made only for cash and who give no credit."

Lubricating Oils.

Sarantis Freres, Constantinople, Turkey, write to the MANUFACTURERS RECORD:

"We are among the pioneers introducing American goods in this country, and we represent firms in your country in such lines as flour, cotton oils, lubricating oils, oleo oils, packed goods, etc.

"We shall be glad to hear that you hand our address to any manufacturer desirous of extending his export trade to our market. We are in a position to send a detailed report for the goods we ask for and give any amount of information and references required.

"What interests us most are the cheap Texas lubricating oils, like those exported to our city by the Gulf Refining Co. of Pittsburgh.

"Trusting that you have the kindness to interest some leading oil manufacturers."

Shoe Polish Equipments.

Watson & Watson, Manila, Philippine Islands, write to the MANUFACTURERS RECORD:

"We are about to manufacture russet and other shoe dressings, along with the pastes for same. Could you inform us where we could purchase the following items which are used in the above. 1. Shoe dressing bottles, four ounce, round, heavy glass, wide mouth. 2. Natural corks to fit shoe dressing bottles, along with strong wire running through cork with small sponge at other end, cork capped with wood cover. 3. Carton boxes, black and maroon. 4. Shoe paste tins, assorted sizes."

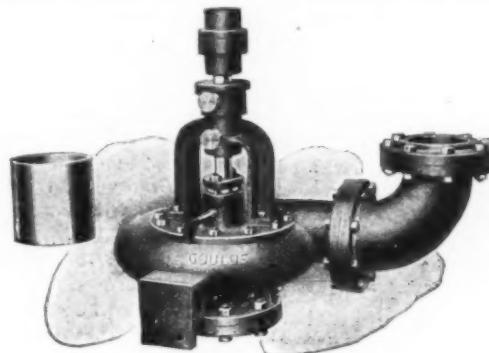
Natural Gas at Gainesville.

O. L. Rash, secretary of the Young Men's Business Association of Gainesville, Tex., writes to the MANUFACTURERS RECORD that his association is offering inducements to manufacturers to settle there in view of the fact that the mains of the North Texas Gas Co. have reached the city limits and will supply the city with natural gas from the Petrolia gas and oil fields.

MECHANICAL

Goulds New Vertical Centrifugal Pump.

The illustration shows the latest pump added to the new line of centrifugal pumps developed by the Goulds Manufacturing Co., Seneca Falls, N. Y. This pump is of the vertical type for service where it is



GOULD'S VERTICAL CENTRIFUGAL PUMP.

necessary to pump from a pit. It can be operated submerged when this is desirable.

The impeller is of the enclosed type, and the design is such that the end thrust is practically negligible. A ball thrust bearing carries the weight of the impeller and shaft. A water sealing ring is provided, making it unnecessary to draw the gland up tight, insuring low friction losses. For special liquids which attack iron this pump is furnished with brass fittings or is made entirely of brass. It is adapted to belt drive or for direct connection to electric motors and other motive power.

The Memphis Union Stockyards.

The stockyard buildings recently completed at Memphis, Tenn., and shown in the accompanying illustration are considered to be among the most modern and well equipped in the country. Before the construction of these buildings about 20,000 horses and mules were sold annually in the city of Memphis, but it is now expected that the sales will run to 60,000 or 80,000 per year. It is estimated that these new stockyards will effect a saving of about \$10 per head of stock handled as compared with former methods, as the stock may be shipped direct to the yards by the raisers instead of being sent to

tured by the Nordyke & Marmon Company, Indianapolis, Ind., is shown in the accompanying illustration. This company's packers embody the valuable improvements suggested by its 60 years of experience in flour and cereal mill work.

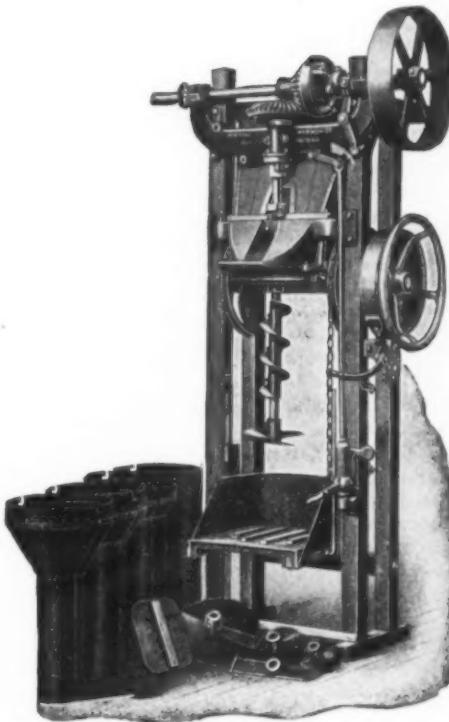
In the machine illustrated a spring surrounds the shaft, to which the lifters are attached and counterbalances and raises the platform to its position for filling the

made of turned and polished steel. Lubrication is insured by an efficient oiling system. The packer is set in motion or stopped by a foot pedal or hand lever connected with the improved design of friction clutch. A spiral conveyor or "quick auger" is provided above the packing auger, insuring a regular and steady feed.

A distinctive feature of this packer is that the cross-shaft may be driven in either direction, while the auger shaft is made to revolve "with the sun," irrespective of which way the cross-shaft is turning. By this means it is easily adapted to fit any drive.

The platform lifts are accurately in line with the center of thrust, which makes the platform work smoothly on its guide. The packing tension is maintained by a friction strap passing over a large wheel on the platform lift shaft. This tension may be adjusted by means of a hand wheel, and can be quickly adapted to different sizes of packages.

Another valuable characteristic is the automatic and instantaneous throwing out of the clutch when a sack is filled. This



N. & M. CO. FRICTION CLUTCH FLOUR PACKER.

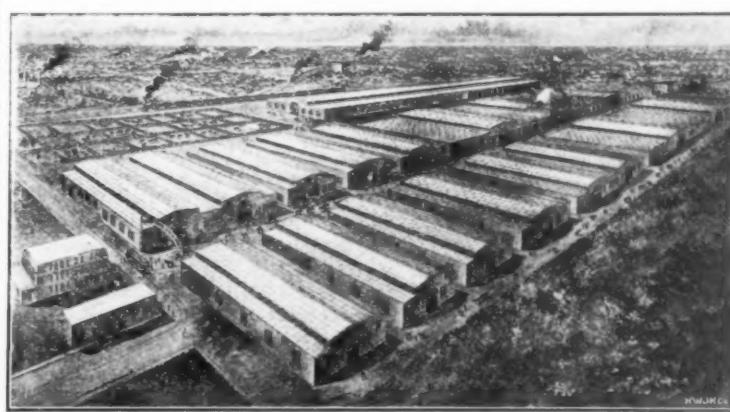
gives uniformity of package weight. A hand lever is also provided so that if desired the packing may be stopped and started at any point.

The bottom bearing is low, so that in packing the strain on the auger comes on the extreme end of the shaft, and by decreasing the projection of the auger shaft its rigidity is materially increased.

It is stated that every packer is run in the shop of the builder under full speed and thoroughly tested, and all necessary adjustments made for shipment, so that when received by the user it is ready to be set up and to be connected with power for operating.

The complete line of Nordyke & Marmon packers for flour, bran, feed and other materials is fully described in catalogue No. 1212, and its Samp mills that are being successfully used to make hominy in moderate quantities to meet local demands are described in circular No. 1200.

The estimate of the Interstate Trust & Banking Co. of New Orleans, based upon the opinions of correspondents in the cotton belt, is that this year's crop of cotton will be 14,790,000 bales.



NEW UNION STOCK YARDS, MEMPHIS, TENN.

some other wholesale market and resold to Memphis dealers.

In covering these stockyard buildings 400,000 square feet of J-M asbestos roofing made by the H. W. Johns-Manville Company of New York were used.

Nordyke & Marmon Packers.

The Nordyke & Marmon Company's standard friction clutch flour packer, adapted for sacks or barrels, as manufac-

next package. The cross shaft is located at the same height as on the heavier flour packers, so that several can be connected on one shaft and driven by the same power. This machine packs in barrels, and half, quarter, eighth and sixteenth sacks. These packers are described as being easily operated, rapid and accurate in their work and very durable, being built of the best materials obtainable for the purpose. The auger shaft and horizontal drive shaft are

News and Views About The South: The Nation's Greatest Asset.

On this page we shall for a few weeks give some comments about The South: The Nation's Greatest Asset, based on letters from our subscribers.

Hard to Imagine Anything Surpassing Thirty Years of Southern Upbuilding.

The demand for "Thirty Years of Southern Upbuilding" continues, and orders are constantly being received, though the issue is practically exhausted. The Jacksonville Heights Improvement Co. of Jacksonville, Fla., in a recent letter asks the price of "Thirty Years of Southern Upbuilding" in lots of from 100 to 500, and, referring to the great value of that publication and the suggestion of the new publication, "The South: The Nation's Greatest Asset," says:

"It is hard to imagine that anything can in reality be published to surpass your thirty-year issue, which undoubtedly has done untold good toward upbuilding of the South. We have gathered from it valuable information about some of which we had no conception, and are certainly heartily in favor of the edition you have in mind."

"It is quite likely also that we would want to use a number of copies of the new edition. In this connection we would thank you to advise us if you still have on hand for sale copies of the last edition, that is, 'Thirty Years of Southern Upbuilding,' and at what price you are selling paper-covered copies in 100 to 500 lots.

"Please let me hear from you on this at your earliest convenience."

E. S. Shannon, secretary Nashville Board of Trade, Nashville, Tenn.:

"Regarding the publication of an issue of similar character to 'Thirty Years of Southern Upbuilding,' we want to say now, as we said then, that too much praise could not be given to the splendid work which you published, and we believe that should you make another attempt that you would be taking another advanced step in advancing the South to the place where she rightfully belongs—at the top. If this organization can be of service to you in the publication, should you decide to get out same, would be glad to have you call on us."

With such enthusiastic letters as we have been publishing about "The South: The Nation's Greatest Asset," and the value it will be to every business interest in the country, we invite your careful study of the situation and orders from you for extra copies. As an advertising medium it will afford the towns and cities and business men of the South the best opportunity they ever had to be represented in a publication which for all time to come will rank as a standard authority on the South.

Now Is the Time for Action.

Last May Mr. P. M. Woodall, writing from Coffeyville, Miss., said:

"I wish to express my thanks and appreciation for the copy of 'Thirty Years of Southern Upbuilding,' which I have read carefully, and also my regret that more of the towns and cities did not take advantage of this superb issue, and I suggest that next year you print another special edition and get and give full benefits from your first. I think that has

*Under this title we are preparing a special publication to be called "The South: The Nation's Greatest Asset." You will need copies of it. Price in paper cover, 50c.; in cloth, \$1.50, and in leather, \$3.

paved the way for a more general response from all over the South."

Immediately upon the announcement of the proposed publication of "The South: The Nation's Greatest Asset," Mr. Woodall wrote:

"I think it is a wise and profitable thing to do. I will take one leather-bound copy and perhaps more, and also will do my best to have our Board of Aldermen and Business Men's Association, composed mainly of retail merchants, of which I am secretary, make an appropriation to at least take space enough to let the world know some of our many resources, a great number yet undeveloped."

"I close with this thought. Let the South overcome and drown the clamor and screeching of political demagogues and strife stirers by the sound of saw and hammer and the hum of many mills and factories, and I believe the MANUFACTURERS RECORD is the greatest instrument we have for this work."

The suggestion made by Mr. Woodall last May that another publication somewhat similar to "Thirty Years of Southern Upbuilding" should be issued, and that the towns and cities of the South should be largely represented in its advertising pages that they might make known to the world their resources and attractions, and his suggestion in his letter of September 2 that he hopes to induce the Board of Aldermen and Business Men's Association of his city to make an appropriation to take sufficient space in "The South: The Nation's Greatest Asset" to let the world know something of the many resources of that town, are all in keeping with suggestions which have come to us from every part of the South. Immediately upon the publication of "Thirty Years of Southern Upbuilding" Mayor Thompson of Chattanooga wrote expressing his heartiest commendation of it and his regret that Chattanooga had not been represented in its advertising pages. From Atlanta, Nashville and other points came letters of the same purport, while from Houston, which had a 10-page descriptive article in our Descriptive Advertising Section, and from Tampa, which had two pages, and other places there came from city officials and business men letters expressing their great appreciation of the opportunity which had been afforded their cities, and of the good that had been accomplished. Thus the cities that used "Thirty Years of Southern Upbuilding" as a medium through which to present their advantages to the world were enthusiastic in their praise of the work and of the results accomplished, while from many other leading cities of the South which had not availed themselves of the opportunity there have come ever since many expressions of regret that their cities had not been wise enough to accept the opportunity.

The publication of "The South: The Nation's Greatest Asset" will afford a better advertising medium for the cities and the States and the railroads of the South to make known the advantages to which they wish to call the world's attention, for "The South: The Nation's Greatest Asset" will far exceed in interest and attractiveness "Thirty Years of Southern Upbuilding," and its circulation will be very much larger, both in this country and abroad. The opportunity is open to the municipal authorities, to the commercial organizations and to the business men gen-

erally of the South to utilize this occasion. Never before was there a more propitious time for presenting to the world the advantages and resources of the South. Never before was the world's attention so centered on the vast potentialities of this section. Never before was the trend of men and money Southward so pronounced, and all over the land hundreds of thousands of people are thinking and studying about the South and considering it as a place for investment or as a home. The time is opportune for concentrating upon this section the world's attention. The cities and the towns and the business institutions which want to make the most of the occasion will find an unequalled advertising opportunity in "The South: The Nation's Greatest Asset." We invite correspondence on the subject.

Wants to See Million Copies Distributed.

"I wish that a million copies could be distributed over this country and abroad" is the way in which G. W. Koiner, commissioner of agriculture of Virginia, expresses his interest in the proposed publication, "The South: The Nation's Greatest Asset." How wide the distribution will be, how many copies will be circulated in this country and abroad, depends upon the interest which the railroads and other corporations and business people, the merchants, the manufacturers, bankers and others throughout the South display in making known to the world the advantages of this section. With the active co-operation of many of the ablest men in the country who are enthusiastically working with us to make this issue worthy of the subject, its value to the South will be limited only by the circulation that is given to it. If the business interests and the people generally of the South are as much in earnest about the upbuilding of this section as they should be, "The South: The Nation's Greatest Asset" will have a circulation worthy of the South and the nation. Reader, how many copies will you need? Send your order today.

A Railroad Man's Viewpoint.

A very interesting presentation of what is said to be the "inestimable value alike to the seller, the buyer and the investor everywhere and of preferential value to the Southern farmer" of the MANUFACTURERS RECORD is given in a letter by Mr. R. C. Snipes of the Virginian & Southwestern Railway Co., who, writing from Bristol, Va., under date of September 10, says:

"I read every issue of the MANUFACTURERS RECORD, and I believe you are getting out a publication that is doing more for the development and upbuilding of the South than all other periodicals combined. Yours is a journal that is of inestimable value alike to the seller, buyer and investor everywhere, and of preferential value to the Southern farmer, because by reading it he is able to keep himself informed of the opportunities and development surrounding him and in this way may become satisfied and convinced that he is living in the best section on earth and will not feel disposed to become discouraged and discontented in the belief that other sections enjoy greater advantages. There can be no doubt but that the South is today facing a greater era of prosperity than has been, or ever will be, enjoyed by any other section of this country, and it behoves her people to weigh well all matters pertaining to its welfare.

"Those with money to invest can find unlimited opportunities in numerous lines of activity that will yield greater returns than if invested elsewhere. I heard the statement made some time since by an authority on such matters that it was pos-

sible for the republicanizing of China to make millionaires of almost every Southern farmer. He said that while now the majority of the Chinese wear only one small piece of coarse cotton garment, along with their new form of government Eastern customs and usages will be adopted which will call for many times more the amount of cotton now being produced in the South. No other nation can grow as fine quality as can be grown here, and by reason of this it has a monopoly in this industry. The South has the climate and the soil; the minerals; the timber; rivers for the development of water-power and all other accessories making it the most attractive section anywhere, and I believe that with the opening of the Panama Canal we will witness a great era of prosperity and a mighty rush of new settlers into all sections of the Southern States."

Mr. Snipes has a clear idea as to the great resources of the South and how their fullest utilization may be brought about. His suggestion of the value of the MANUFACTURERS RECORD to the Southern farmer is interesting, in that we have a good many farmers on our subscription list who are among the most enthusiastic readers of this paper.

If you agree with Mr. Snipes that everyone interested in the prosperity and growth of the South should have the opportunity of reading "The South: The Nation's Greatest Asset," then send in your order promptly for extra copies for your own use, in your office, your home and among your business associates.

Record Breakers for the South.

In this age of record breaking we have record-breaking buildings, new ones exceeding older ones in height; new ocean steamships breaking records in speed and size, and new world's records made in many other lines of effort. Among these the Western Electric Co., of 463 West street, New York, and Hawthorne, Ill., has broken two of its own records in submarine cable manufacture within six months of each other, both of the orders having been the result of developments in the South.

The company has recently shipped to the Cumberland Telephone & Telegraph Co. the largest reel of duplex armored submarine cable ever turned out at the Hawthorne works. The cable contained 26 pairs of No. 13 gauge copper conductor made up into a cable 4500 feet long. To manufacture the cable there were required over 1000 pounds of paper, 15,000 pounds of lead, 47,000 pounds of wire and 7500 pounds of miscellaneous materials. The gross weight of the reel with its blocking was 56 tons. The cable has been laid across the Mississippi River below Vicksburg, Miss., connecting the toll lines between that city and Shreveport, La.

In February of this year what was then the largest reel of armored submarine cable was shipped from the Hawthorne works. It contained approximately 80 miles of copper conductor and formed a continuous cable 5500 feet long. The weight of cable, reel and blocking to hold it on the flat car was 38 tons. The reel heads were nine feet in diameter and nine feet apart. The cable was laid in Galveston Bay, Texas, connecting the lines of the Western Union Telegraph Co. from Virginia Point to Galveston Island.

W. C. Wilbur & Co., of Charleston, S. C., are circulating in pamphlet form 25,000 copies of the recent report of the Board of Labor Employment of the Charleston Navy-yard, showing the opportunities for the employment of labor in many industries in and near the city and the advantages for them there.

Construction Department

TO OUR READERS!

In order to follow up properly the Construction Department items, please bear in mind the following statements:

EXPLANATORY

The MANUFACTURERS RECORD seeks to verify the items reported in its Construction Department by full investigation. It is often impossible to do this before the item must be printed or else lose its value as news, and in some items it is found advisable to make statements as "it is reported" or "rumored," and not as positive information. If our readers will note these points they will see the necessity of discrimination. We are always glad to have our attention called to errors that may occur.

HOW TO ADDRESS

The name of one or more incorporators of a newly incorporated enterprise should always be shown on letter addressed to the official headquarters or to the town of the parties sought, as may be shown in the item. Sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. By following these general directions the postoffice will be enabled to deliver your mail promptly, although it is inevitable that some failure by the postal authorities to deliver mail to new concerns will occur.

WRITE PERSONAL LETTERS

In communicating with individuals and firms reported in these columns a letter written specifically about the matter reported will receive better and quicker attention than a circular. In most instances a return postal card or addressed and stamped envelope should be enclosed with letter.

In correspondence relating to information published in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

The Daily Bulletin of the Manufacturers Record is published every business day in order to give the earliest possible news about new industrial, commercial, building, railroad and financial enterprises organized in the South and Southwest. It is invaluable to manufacturers, contractors, engineers and all others who want to get in touch at the earliest moment with new undertakings, or the enlargement of established enterprises. The subscription price is \$25 per year. On all advertising contracts in the Manufacturers Record for three months or longer a subscription to the Daily Bulletin is included for the contract period.

BRIDGES, CULVERTS, VIADUCTS

Ala., Birmingham.—Maryland Coal Co. awarded contract to Virginia Bridge & Iron Co. of Roanoke, Va., at \$20,000 to construct bridge over Mulberry Creek, in Walker county.

Ark., Cotter.—Board of County Commissioners of Baxter and Marion counties have authority from Congress to construct bridge across White River. Address Baxter County Commissioners.

Arkansas.—St. Louis Southwestern Railway Co., C. D. Purdon, chief engineer, Tyler, Tex., has authority from Congress to erect bridges across White, Arkansas, Saline, Ouachita and Red rivers.

Fla., Tampa.—City has had tentative plans prepared by F. C. Gerald of Edwards Construction Co. for erection of bridge across Hillsborough River at Jackson St.; 20 feet wide, carrying wagon road 16 feet with sidewalk 4 feet, or roadway 12 feet wide with sidewalk 8 feet; bridge will have opening in center 40 feet wide, draw to be operated by street railway tracks; cost about \$6000.

Ky., Marrowbone.—Pike county has authority to construct bridge across Russell Fork of Big Sandy River. Address County Commissioners.

Ky., Millard.—Pike county has authority from Congress to construct bridge across Russell Fork of Big Sandy River. Address County Commissioners.

La., Charenton.—G. T. Veeder, Charenton, may be addressed relative to erection of bridge across Teche by St. Mary's parish.

Md., Baltimore.—Ezra B. Whitman, engineer of Water Board, City Hall, prepared plans for longest and first of four bridges to be constructed across Gunpowder River in connection with new reservoir; structure will be 600 feet long; bids for construction of masonry, pier and abutments received until October 16. (See "Machinery Wanted.")

Md., Baltimore.—H. K. McCay, City Engineer, prepared plans for viaduct to extend from Union Ave. at end of new Druid Ave. to proposed Girard Ave at Railroad and Woodberry Aves., crossing Jones Falls and Northern Central Railway tracks; proposed to use girders and other portions of bridges now spanning Jones Falls, which are being removed as work on Fallsway proceeds; estimated cost, \$100,000.

Md., Deal Island.—Eastern Shore Power, Light & Railway Co., Lewis M. Milbourne, president, Princess Anne, Md., contemplates construction of 3/4-mile bridge at Deal Island, and bridge across Pocomoke River at Snow Hill, in connection with proposed railroad from Deal Island to Sinepuxent Bay.

Md., Snow Hill.—Eastern Shore Power, Light & Railway Co., Princess Anne, Md., contemplates erection of bridge at Snow Hill. (See Md., Deal Island.)

Mo., Branson.—Taney county has authority from Congress to construct bridge across White River. Address County Commissioners.

Mo., Hodges Ferry.—Butler and Stoddard counties have authority from Congress to construct bridge across St. Francis River. Address Butler County Commissioners.

Mo., Kansas City.—City will vote on \$650,000 bond issue for bridges, viaducts and traffic ways; M. A. Flynn, City Comptroller. (See "Miscellaneous Construction.")

Mo., Kansas City.—Chicago, Burlington & Quincy Railroad, C. H. Cartidge, bridge engineer, Chicago, Ill., has plans for bridge to

also 30-foot beam span; bids received until 11 A. M. September 27 at Clerk's office, Wise, Va.; information with County Engineer, Norton, Va., and with P. St. J. Wilson, State Highway Commissioner, Richmond, Va. (See "Machinery Wanted.")

W. Va., Cassville.—Morgantown & Dunkard Valley Railroad Co., G. B. Hartley, chief engineer, Morgantown, W. Va., will construct two steel viaducts, 115 feet and 100 feet long, cost \$5000 and \$4000; two plate girders, 55 feet and 50 feet long, cost \$2000 each; one steel span 32 feet long, cost \$1000; bridges to be constructed between Cassville and Pentress, W. Va.; date of opening bids for material and construction not set. (Previously noted to construct several bridges between Cassville and Blacksville.)

W. Va., Charleston.—Charleston, Parkersburg & Western Railway, Edward M. Craig, president, Charleston, will construct several steel bridges in connection with railroad from Charleston to Parkersburg, W. Va.

W. Va., Huntington.—Cabell County Commissioners and Huntington Street Railway Co., contemplate construction of bridge across Four Pole Creek; steel and concrete; 600 feet long; accommodate two street-car tracks, concrete roadway and sidewalk for pedestrians; cost \$40,000.

W. Va., Martinsburg.—H. H. Emmert applied to City Council for franchise to construct toll bridge at E. Martin St.; structure of iron or steel, with 20-foot roadway for vehicles and 5-foot walk for passengers.

W. Va., Morgantown.—Morgantown & Dunkard Valley Railroad Co., G. B. Hartley, chief engineer, Morgantown, and Monongalia county awarded contract to York Bridge Co., York, Pa., to construct two bridges across Scott's Run; one steel second-hand bridge, the other reinforced concrete arch 45-foot span; contemplates constructing third

are reported to have acquired capital stock of Kentucky River Timber & Coal Corporation and as planning development; owns 40,000 acres coal and timber land in Clay, Harlan and Leslie counties.

Ky., Lexington.—Kypadel Coal & Lumber Co., capital stock \$500,000, incorporated to acquire coal and timber land; president, George W. Reese of Lexington; vice-president, J. J. Dougherty of Connellsville, Pa.; secretary, Chas. S. Link of Lexington.

Mo., Greenup.—Moonlight Coal Co., capital \$2100, incorporated by W. L. Young, B. L. Eastin and John C. Mills.

Tenn., Kingston.—Crescent Coal Co., capital stock \$5000, incorporated by E. E. Smallsbeck, Walter G. Anderson, F. T. Sanders and Leo L. Evans.

Tenn., Walling.—Van Buren County Tennessee Coal Co., J. H. Sowder, chief engineer, Austin, Tex. (Incorporated with \$1,000,000 capital stock and \$650,000 bond issue), will develop 10,500 acres coal property; daily capacity, 1500 to 2000 tons of coal; build by-product coke ovens; construct 10-mile railway; date of opening bids for machinery, etc., not determined. (Recently noted.)

W. Va., Moundsville.—Parrs Run Coal Co., capital stock \$100,000, incorporated by H. W. Hunter, David Levi, B. B. Levi and B. H. Levi.

W. Va., Moundsville.—Wheeling Steel & Iron Co., Wheeling, W. Va., purchased 667.9 acres of coal land in Marshall county and will develop.

COTTON COMPRESSES AND GINS

Ala., Guin.—Company organized with J. F. Duncan president to build cotton gin costing \$5000.

Ga., Camilla.—City votes October 9 on \$10,000 bond issue to improve electric-light plant and water-works, \$2500 to improve sewer system, \$5000 to improve schools and \$10,000 for city hall. Address The Mayor.

Ga., Quitman County.—M. M. Beringer, Eufaula, Ala., will build cotton gin and sawmill in Quitman county.

Ky., Hickman.—East Tennessee Cotton Oil Co. will build cotton gin; awarded contract to W. J. Spradlin to erect building and install machinery.

Okla., Dustin.—Dustin Standard Cotton Compress Co., capital stock \$20,000, incorporated by J. H. Swafford, L. T. Sheets, Alva E. Smith and others.

Okla., Quinton.—W. S. Braden will rebuild gin plant; one story; frame; galvanized-iron covering; cost of machinery, \$4000. (Recently reported burned.)

Tex., Galveston.—W. L. Moody & Co. will erect compress and warehouse; reinforced concrete; cost \$250,000; J. R. Fordyce, engineer, Little Rock, Ark.; bids opened October 10; plans and specifications on file with company and at office of engineer.

Tex., Texas City.—Seaboard Compress & Warehouse Co. is progressing with previously-noted compress; buildings 200x100 feet; platform, bulkhead, creosoted posts and express lumber; fireproof; frame shed; galvanized-iron roof; has 80-inch compress with brick boiler-room and fuel-oil tank; total cost \$70,000.

COTTONSEED-OIL MILLS

Ga., Athens.—Georgia Refining Co., J. C. Cooper, president and treasurer, Atlanta, Ga., was incorporated with \$500,000 capital stock (not \$50,000 as recently incorrectly reported).

Tex., San Benito.—C. H. Benclini will soon begin erection of cotton oil mill previously noted.

DRAINAGE AND IRRIGATION

Ark., Little Rock.—Southern Dredging Co. of Mobile, Ala., is lowest bidder at about \$500,000 for drainage construction in Fourche Levee District; main canal eight miles long; levees along same and reinforced concrete culverts; Lund & Hill, 20½ W. 2d St., Little Rock, are engineers; W. M. Kavanaugh, president Drainage Commissioners. (Call for bids lately noted.)

Ga., Savannah.—Chatham County Commissioners contemplate drainage of Shaw Swamp, about two miles from city, comprising 15,000 to 20,000 acres land; proposed to construct trunk canal with two or three

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

laterals, utilize several old rice-bed dams and build inexpensive floodgates.

La., New Orleans.—Sewerage and Water Board, F. S. Shields, secretary, City Hall Annex, will undertake following drainage work: Contract 48-D, excavation of drainage canals, and Contract 50-D, Broad St. line and covered canal and siphon under Carondelet Navigation Canal; receives bids until November 19.

Miss., Greenville.—Riverside Drainage District, J. H. Nelms, chairman of Commission, awarded contract to Central Dredging Co., Cleveland, O., to construct main canal; contractor is assembling plant and will install $\frac{3}{4}$ -yard dipper dredges within next six weeks; lateral system comprises 19 ditches with 3 branches, about 64 miles, requiring about 56,000 cubic yards excavation; cost, including bridges, \$140,000; B. B. Gordon, engineer, 430 Weinberg Bldg., Greenville. (Bids for latter work recently noted received until October 7.)

Miss., Scott.—Mississippi Delta Planting Co., 1299 Central Bank Bldg., Memphis, Tenn., will construct 8 miles of dredge ditches in connection with drainage of cotton plantation previously noted; amount of yardage, 250,000; bids received until October 15; B. J. Young, engineer in charge; plans and specifications on file at office of Morgan Engineering Co., 610 Goodwyn Institute Bldg., Memphis, Tenn., from whom further information may be secured. (See "Machinery Wanted.")

Mo., Cape Girardeau.—Little River Drainage District, William A. O'Brien, engineer, 304 Himmelberger-Harrison Bldg., will probably let contracts latter part of October for reclaiming 488,900 acres of land in Cape Girardeau, Scott, Stoddard, New Madrid, Pemiscot and Dunklin counties in Southeast Missouri; work to be divided into 30 contracts; bidders required to furnish bond equal to 25 per cent. of estimated cost. (Other details previously noted.)

Tex., Buena Vista.—Victor Irrigation Co., Kansas City, Mo., is proceeding with development of 7000 acres of land in Crane county; installing machinery to pump water for irrigation from Pecos River; completed 10 miles of canal; George G. Ehrenborg, chief engineer.

Tex., San Benito.—H. V. Watts, San Benito, advises relative to San Benito Irrigation Co., previously noted incorporated, etc., with capital stock of \$100,000: Owns 22,000 acres in Espiritu Santo grant, Cameron county; development for farm lands; is included in Cameron County Drainage District No. 3 for construction of drainage system elsewhere noted as in progress; S. A. Robertson, president of San Benito Irrigation Co.; Samuel Spears, vice-president; J. C. Miller, secretary.

Tex., San Benito.—Sub-contract for drainage of Cameron County Drainage District No. 3 has been let by Rio Grande Construction Co., San Benito, Tex., to Callahan Construction Co., Omaha, Neb.; 100,000 acres in district; 143 miles drainage ditches. (Facts previously noted include awarding of contract to Rio Grande Construction Co. at \$36,732.)

Tex., Smithville.—Yerger Hill awarded contract to Southwestern Concrete Co. to construct dam for irrigating purposes across Willow Creek; 150 feet long, 12 feet high; lake will be $\frac{1}{2}$ miles long.

ELECTRIC PLANTS

Ala., Bessemer.—Birmingham Railway, Light & Power Co. will build sub-station to be equipped with rotary generator on South Bessemer Line; head cable will lead to plant.

Ala., Tuscaloosa.—Fred S. Morris of Morris Bros., Philadelphia, Pa., will build electric plant in connection with electrifying Tuscaloosa Belt Railway.

Ga., Americus.—Columbus Power Co., Columbus, Ga., contemplates construction of transmission line from Columbus to Americus to furnish latter city with electricity.

Ga., Valdosta.—Valdosta Lighting Co., W. G. Eager, general manager, is installing 500-horse-power boiler and 650-kilowatt turbine; also rebuilding lines. (Approval of bond and stock issue recently noted.)

Ky., Danville.—H. C. Wood purchased Danville Light, Power & Traction Co.'s plant; will enlarge and improve.

Ky., Georgetown.—Kentucky Traction & Terminal Co., Lexington, Ky., contemplates furnishing electric lighting at Georgetown; will require additional equipment for substation.

Ky., Mount Vernon.—City is having plans prepared for electric-light plant. Address The Mayor.

Ky., Wilmore.—Edward and C. G. Glass have completed plans for rebuilding Wilmore Light & Ice Co.'s burned electric-light and power plant; will operate ice plant and creamery in connection. (Recently mentioned.)

Ky., Erlanger.—Town is considering construction of electric-light plant. Address Town Clerk.

Md., Baltimore.—Patapsco Electric & Manufacturing Co. of Maryland and Patapsco Electric & Manufacturing Co. of Delaware petitioned Public Service Commission for permission to consolidate as Patapsco Electric Co. with capital stock of \$200,000; contemplates \$280,000 bond issue. Patapsco Electric & Manufacturing Co., V. G. Bleede, president, Station G, Catonsville, Baltimore, advises Manufacturers Record that plans for extension and enlargement are now in hands of engineer and will not be decided for some weeks.

Mo., Palmyra.—City voted \$6000 bond issue for improvements to electric-light plant and water-works; J. M. Sasey, Clerk.

Md., Princess Anne.—Eastern Shore Power, Light & Railway Co., Lewis M. Milbourn, president, will construct electric-light plant in connection with constructing 42 miles railroad from Deal Island to Snow Hill.

Mo., Higginsville.—City voted \$12,000 bond issue for improvements to electric-light and water plants; Sam J. Kleinschmidt, Mayor. (See "Water-works.")

Mo., Rich Hill.—City voted \$15,000 bond issue to extend and improve electric-light system. Address The Mayor.

Mo., St. Louis.—United Railways Co. will build sub-station to transform water-power received from Mississippi River Power Co.'s water-power development on Mississippi River at Keokuk, Iowa; building will be of brick with terra-cotta trimmings; 45x90 feet; concrete roof; metal sash; wire glass; capacity of 10,000 horse-power in transforming apparatus; building cost \$35,000. (Previously mentioned.)

Okla., Hooker.—City awarded contract to Kennedy & Fleming (recently noted as engineers), State Bank Bldg., Oklahoma City, Okla., for constructing electric-light plant and water-works; cost \$22,000.

S. C., Kingstree.—Kingstree Electric Light & Ice Co. (recently noted incorporated with \$15,000 capital stock) will operate electric-light and ice plant; erect building; mill construction; date of opening bids not set; engineer not employed; cost of machinery, \$15,000; P. G. Gourdin, president; R. H. Kelahan, vice-president; M. F. Kellar, secretary; D. C. Scott, treasurer; D. C. Scott, Jr., manager. (See "Machinery Wanted.")

Tex., Fredericksburg.—Fredericksburg Light & Power Co. will operate telephone line recently noted purchased. (See "Machinery Wanted.")

Tex., Greenville.—Wesley College will install electric-light plant.

Tex., New Braunfels.—City awarded contract to Midland Engineering & Construction Co. to install electric plant, etc. (See "Water-works.")

Tex., Smithville.—A. M. Acheson, chief engineer, Dallas, Tex., states Missouri, Kansas & Texas Railway, recently reported to construct power plant, simply built \$1200 frame building over dynamo and power plant.

Tex., Tyler.—Tyler Electric Light & Power Co. will build electric plant; has plans and specifications for building of brick construction.

Tex., Fishersville.—Staunton Lighting Co., Staunton, Va., will install electric system to supply light and power to Fisherville, in connection with extension to Waynesboro; W. F. Ficklen, Jr., general superintendent, Staunton.

Va., Lynchburg.—Chamber of Commerce, E. H. Mayfield, business secretary, contemplates installation of 68 five-light ornamental lamp poles. (See "Machinery Wanted.")

Ga., Quitman.—Empire Cotton Oil Co., Atlanta, Ga., will establish 10,000-ton fertilizer factory.

N. C., Kinston.—Lenoir Oil & Ice Co. will erect fertilizer mixing plant; use cottonseed meal as chief source of ammonia. Company advises as follows: Daily capacity, about 150 tons; building, probably of frame, with material and labor locally supplied; certain

mixing equipment under consideration and may be bought within few days; probably electric power.

FLOUR, FEED AND MEAL MILLS

Ala., Florala.—Hughes Grocery Co. will build meal mill; cost \$8000.

Ark., Siloam Springs.—A. B. Current contemplates building flour mill.

Ky., Anton, R. F. D. from Madisonville, Emery Davis will establish flour mill.

Ky., Columbia.—T. C. Goff contemplates establishing flour mill.

Ky., Island.—G. E. Rex is having plans prepared by L. R. Veatch of Louisville, Ky., for flour mill with daily capacity 50 barrels.

Ky., Fordsville.—C. B. Carden contemplates rebuilding flour mill recently burned at loss of \$10,000.

La., Baton Rouge.—Memphis Milling Co. incorporated with \$25,000 capital stock to build feed mill.

Mo., St. Louis.—Ralston Purina Mills will build \$50,000 poultry feed mill; daily capacity 150 tons.

S. C., Sumter.—Parrott Milling Co. incorporated by L. I. Parrott and V. A. Parrott.

Tenn., Greenbrier.—Nat Strother, Whitehouse, Tenn., will build flour mill.

FOUNDRY AND MACHINE PLANTS

Ala., Attalla.—Iron Works.—G. H. Peacock will organize company to build iron works.

Ala., Anniston.—Piping.—Alabama Pipe & Foundry Co., capitalized at \$30,000, organized with W. F. M. Johnston, president, and C. A. Hamilton, vice-president; company wires Manufacturers Record: "Will manufacture soil pipe and fittings; occupy plant formerly used as soil-pipe foundry; operate, to begin with, eight pipe floors and 15 fitting floors; will have small pattern shop and small machine shop; have purchased machinery for shops; will make foundry equipment ourselves." Unconfirmed report says daily capacity will be 25 tons.

Ala., Anniston.—Piping.—McWane Pipe Works, Lynchburg, Va., will build branch plant; company wires Manufacturers Record: "Main building will be of steel construction, 235x15 feet; other buildings will be for storage; will make our own machinery and equipment, excepting electric motors, cupolas and blower." Unconfirmed report says daily capacity will be 200 tons gas and water pipe; plant to occupy 34% acre site.

Ala., Birmingham.—Machinery.—Hardie-Tynes Machine & Foundry Co. will build addition to plant in East Birmingham and install additional machinery.

Ky., Louisville.—Cider Presses, etc.—Red Chief Manufacturing Co. contemplates enlarging plant and installing additional machinery.

Md., Baltimore.—Machine Shop.—Mallory Machinery Co., 308 S. Charles St., will construct foundry and machine shop at Light and Lee Sts.; tentative plans call for brick building.

Mo., St. Louis.—Plumbers' Supplies.—John C. Kupferle Foundry Co. will rebuild plant damaged by fire at loss of about \$50,000.

N. C., Burlington.—Machinery, etc.—Consolidated Bridge & Machine Co., capital stock \$125,000, incorporated by H. W. Trolinger, R. W. Curtis and John R. Hoffman.

N. C., Concord.—Cotton Choppers.—R. L. Hartsell is promoting organization of company to manufacture patented cotton chopper.

N. C., Raleigh.—Scales.—Independent Scale Co., capital stock \$65,000, incorporated by C. F. Christopher, L. H. Jones and W. M. Jones.

Okla., Enid.—Kaffir Corn Machine.—W. C. Grant of Abilene, Kans., and C. B. Webb of Wichita Falls, Tex., contemplate establishing plant to manufacture patented kaffir corn header.

Okla., Muskogee.—Motor Plows.—J. W. Wood Plow Works organized by Jarrett B. Wood of Chattanooga, Tenn., and others; purchased building and 260 acres land in North Muskogee; will equip for manufacturing patented motor plows.

S. C., Lydia, R. F. D. from Lamar—Plows, Lydia Manufacturing Co. awarded contract to W. H. Scott to erect plant to manufacture steel-beam plows; building 30x65 feet; two stories; machinery purchased; C. D. Lee, president. (Recently noted incorporated with \$3000 capital stock.)

Tenn., Va., Bristol—Stoves.—Iron City Stove & Foundry Co. will build foundry; three buildings; foundry 75x150 feet, finishing department building 45x60 feet, and warehouse

40x75 feet. (Recently reported organized by Calvin and Lem George.)

Tenn., Knoxville.—Cupolas, etc.—Partridge Hot Blast Smelter Co., Allan R. Partridge, treasurer, Empire Bldg., will open building proposals January 1; steel construction; cost \$50,000; location not determined; equipment will include sheet-iron, casting and welding machines; product: smelting and cupola furnaces.

W. Va., Wheeling.—Rolling-mill Equipment. Wheeling Mold & Foundry Co. will improve plant at cost of \$40,000; build 160-foot addition to erecting shop to be equipped as roll shop and into which all roll lathes will be removed; extend present runway over flask and storage yards through cleaning shop, and erect crane runway over pig-iron yard and charging floor; columns of runway will be extended 15 feet above crane rails and roofed over; roofed yard will have cement floor and be used for storing patterns. (Previously mentioned.)

GAS AND OIL DEVELOPMENTS

La., New Orleans.—Lakeshore Oil Co., capital stock \$250,000, incorporated by W. E. Aymar, C. L. Foretich and others registered at Hotel Monteleone.

Mo., Rich Hill.—Bates County Natural Gas Co. will install gas compressor; also install pump in each well.

Okla., Bristow.—Sullogy Oil Co., capital stock \$10,000, incorporated by M. Jones, R. L. Jones and George McMillan.

Okla., Okmulgee.—Double O Oil Co., capital \$50,000, incorporated by H. E. P. Standford, Harry C. DeVenna of Okmulgee, and John M. Alsup of Morrisonville, Okla.

Okla., Muskogee.—Moore Drilling Co., capital stock \$5000, incorporated by H. K. Moore and C. M. Moore of Muskogee and F. C. Kiskadden of Tulsa, Okla.

Okla., Oklahoma City.—Conway-Russell Oil Co., capital stock \$50,000, incorporated by R. M. Conway, C. O. Russell and Ed M. Semans.

Okla., Sapulpa.—The Petroleum Co., capital stock \$10,000, incorporated by E. C. Wallace, Maude Virden and Josiah G. Davis.

Okla., Tulsa.—City votes October 1 on \$25,000 bond issue to drill for oil and gas. Address City Commissioners.

Okla., Ponca.—Metropolitan Oil Co., capital stock \$10,000, incorporated by John R. Ware of Ponca, H. P. Crouse and Frank Jarvis of Kansas City, Mo.

W. Va., Glenville.—Troy Oil & Gas Co., capital stock \$5000, incorporated by John E. Arbuckle, J. Earle Arbuckle and C. M. Bennett of Glenville and W. W. Hackert and S. Reese of Troy, W. Va.

ICE AND COLD-STORAGE PLANTS

Ala., Greensboro.—Greensboro Ice Co., capital stock \$10,000, incorporated by S. A. Daniel, Mrs. R. B. Daniel and Mrs. R. J. O'Neill.

Ark., Pine Bluff.—Bahan Produce Co. purchased 154x60-foot building and will install cold-storage machinery.

Fla., Palatka.—Hastings Cold Storage Co. will open proposals November 1 for erection of 32x60-foot ordinary construction building; install motor-driven refrigerator plant costing about \$3500; as to machinery proposals address Ray Coe, secretary-treasurer; F. E. Bugbee is president; Frank W. Nix, vice-president; Thomas V. Cannon, manager. (Recently noted.)

Fla., Tampa.—John H. Drew Development Co. contemplates installing 50-ton ice plant. (See "Machinery Wanted.")

Fla., Tampa.—Crenshaw Bros. & Safford have plans by F. J. James of Tampa for produce cold-storage plant; 105-210 feet; mill construction; wire screens for ventilation; rolling iron doors. (Recently noted.)

Ky., Wilmore.—Wilmore Light & Ice Co. has plans for ice plant to be operated in connection with electric-light plant. (See "Electric Plants.")

La., Ruston.—City will erect ice plant; machinery purchased. Address The Mayor.

N. C., Charlotte.—Charlotte Cold Storage Co. contemplates building addition to plant.

S. C., Kingstree.—Kingstree Electric Light & Ice Co., D. C. Scott, Jr., manager (recently noted incorporated), will operate ice and electric plant. (See "Electric Plants" and "Machinery Wanted.")

Tex., Denison.—Diamond Ice Co., capital stock \$30,000, incorporated to establish ice plant with daily capacity of 30 tons; building probably of rock, reinforced concrete or brick; concrete floors; site 125x120 feet; S. C. Knaur, president; E. L. Green, vice-president; A. S. Burrows, secretary treasurer.

Tex., Wichita Falls.—People's Ice Co. will build ice and cold-storage plant reported to cost \$100,000.

Va., Staunton.—Virginia Cold Storage Corporation, capital stock \$75,000, incorporated to build cold-storage warehouse of 200,000 cubic feet capacity; cost \$75,000; M. F. Gilkeson, president; C. W. Moonaw, vice-president; J. G. Royse, secretary; J. P. Neff, treasurer.

Va., West Point.—West Point Ice & Fuel Co. will improve plant.

IRON AND STEEL PLANTS

Md., Sparrows Point—Iron Furnace.—Maryland Steel Co. will rebuild and modernize furnace B, increasing monthly capacity several thousand tons; improvements to include new stack, concrete stock bins, skip hoist, etc.; cost more than \$250,000; awarded contract to Riter-Conley Manufacturing Co., Pittsburgh, Pa.

Va., Big Stone Gap—Iron Furnace.—Internat'l Coal & Iron Co., Bristol, Va.—Tenn., will, it is reported, rebuild blast furnace at Big Stone Gap.

LAND DEVELOPMENTS

Ala., Eufaula.—W. H. Mouthrop purchased 400 acres land eight miles west of Eufaula, and will plant in paper-shell pecans.

Ala., Covington County.—Y. Allen Holman, Ozark, Ala., purchased land in southern part of Covington county; will subdivide into farms for settlers. (See Fla., Santa Rosa County.)

Ark., Wynne.—Cross Country Rice Co., capital \$50,000, incorporated; F. D. Rolfe, president; J. L. Hare, vice-president; S. D. Johnson, secretary-treasurer.

D. C., Washington.—Washington Land & Mortgage Co., William E. Fowler, president, 816 14th St. N. W., will develop 125 acres for residential purposes; improvements to include water-works, sewers, lighting, sidewalk paving, etc.; erect several dwellings to cost not less than \$3000 each. (Recently noted.)

Fla., Jacksonville.—Progress Loan & Improvement Co., capital stock \$25,000, incorporated; John S. Mabry, president; Woodford J. Mabry, vice-president; E. P. Fildes, secretary-treasurer.

Florida.—Ohio-Florida Farms Co., capital stock \$10,500, incorporated by Joseph M. Izer, L. L. Larson, F. F. Hoffman and others, all of Columbus, O.

Fla., Fellsmere.—Alfred Rothschild of Sallina, Kans., is promoting organization of company with \$10,000 capital stock to develop about 100 acres of farming land near Fellsmere.

Fla., Orlando.—Florida Real Estate & Investment Co., capital stock \$25,000, incorporated; Henry Benedict, president-treasurer; Sylvan Benedict, vice-president; Nat Berman, secretary.

Fla., Santa Rosa County.—Y. Allen Holman, Ozark, Ala., advises Manufacturers Record he has closed prospective deal and purchased from Florida & Alabama Land Co. of Pensacola 30,000 acres cut-over pine lands in northern part of Santa Rosa county and in Covington county, Alabama; will subdivide into small farms for immigrant settlers.

Fla., Winterhaven.—Melrose Fruit Co., capital stock \$50,000, incorporated; A. S. Beymer, president-treasurer, and D. L. Collier, vice-president-secretary.

Ga., Savannah.—Terminal Realty Co., capital stock \$20,000, incorporated by L. E. Richards, W. K. De Lorme and W. C. Parker, Jr.; contemplates development of property on W. Broad and Taylor Sts.

La., New Orleans.—J. L. Onorato will develop residential park to be known as Marlborough Gate; tract is to be divided into 12 lots and be improved with shell roadway through center, sidewalks, water, gas, etc.

La., New Orleans.—Emma Realty Co., capital stock \$50,000, incorporated; will develop four squares near Broad St. and Napoleon Ave., Improving with gutters, curbs, sidewalks, etc.; E. A. Leonval, president; W. E. Connolley, vice-president; F. J. Keller, secretary-treasurer; offices to be at 316 Hennen Bldg.

Md., Baltimore.—Suburban Realty & Construction Co., capital stock \$10,000, incorporated by Roger C. Laynor, Emory A. Kelbaugh and Bruner R. Anderson (126 Law Bldg.).

Miss., Smiths.—Black River Land Co. will develop 1640 acres; drain and improve for general farming; cost of improvements \$10,000; W. A. Montgomery, president; W. M. Robb, vice-president; J. R. McDowell, secretary-treasurer; bids opened about January

1 for machinery and materials; engineer not selected. (Recently noted incorporated with \$50,000 capital stock.)

Mo., Kansas City.—City will vote on \$200,000 bond issue for Union Station and \$250,000 for Swope Parks, \$250,000 to improve parks and public playgrounds and \$150,000 for additional land Leeds municipal farm; M. A. Flynn, City Comptroller. (See "Miscellaneous Construction.")

N. C., Charlotte.—Freehold Realty Co., capital stock \$125,000, incorporated to develop suburb west of Charlotte exclusively for negroes; improvements will include graded streets, cement sidewalks, artesian wells, street car service, etc.; W. S. Alexander, president; John M. Scott, vice-president; A. M. McDonald, secretary-treasurer.

S. C., Columbia.—Barnwell Pecan Orchards Co., capital stock \$65,000, incorporated; W. T. Aycock, president; J. P. Welch, vice-president; J. H. White, secretary; Washington Clark, treasurer.

S. C., Georgetown.—City Extension Realty Co., capital stock \$20,000, incorporated; will develop 54 acres land as residential suburb; L. S. Ehrlich, president; L. Brinkley, vice-president; H. B. Springs, secretary-treasurer.

Tex., San Angelo.—K. O. Knudson, Clifton, Tex., interested in organization of company to develop alfalfa and orchard farms; will purchase 25,000 acres near San Angelo; divide 10,000 acres into alfalfa and orchard farms for colonization; 15,000 acres to be subirrigated; portion will be planted in paper-shell pecans, etc.

Va., Richmond.—Granite Hall Farms Corporation, capital stock \$50,000, incorporated; J. R. Paschall, president; James Mullin, vice-president; Lee Paschall, secretary-treasurer.

W. Va., Martinsburg.—Gray Silver, C. E. Martin and John L. Whitmore purchased 207 acres and will develop for suburb.

LUMBER MANUFACTURING

Ala., Birmingham.—Advance Lumber Co., capital stock \$10,000, incorporated; E. B. Teague, president; J. E. Chandler, secretary-treasurer.

Ala., Birmingham.—Brent Lumber Co., capital stock \$50,000, incorporated; T. E. Brent, president; John G. Cook, secretary-treasurer.

Ark., Elaine.—Gerard B. Lambert Company, Gerard B. Lambert, president, 527 Fifth Ave., New York, wires Manufacturers Record: "Have option on 20,000 acres in Phillips county; will exercise November 1; starting now to build railroad into property; will cut hardwood off, about 240,000,000 feet, and turn land into plantations; company incorporated; \$200,000 paid in; main office in Elaine." Stating further details, company writes: "Survey for main road now being made; will ask for bids for construction of roadbed and laying ties and rails, 8½ miles; machinery to remove timber at rate of 200,000 feet a day; will purchase only new and best locomotives and logging machinery and equipment; Henry F. Holbrook, formerly of New York, but now of Elaine, secretary-treasurer; John D. Crow of Elaine, superintendent." (Recently reported incorporated.)

Ark., Lake Village.—Lambert E. Barnes of Greenwood, Miss., will install drykiln and planer in sawmill.

Ga., Quitman County.—M. M. Beringer, Eufaula, Ala., will build sawmill and cotton gin in Quiltman county.

Ky., Nelson County.—C. L. Croan and W. N. Griffin of Shepherdsville, Ky., purchased 3700 acres timber land in Nelson county; will build sawmill.

La., Cartwright.—J. A. Frasier Lumber Co., Choudrant, La., will erect 25,000 feet capacity single band mill.

La., Ramsay.—H. M. Smith & Sons Lumber Co. (recently noted incorporated at Lexie, Miss., with \$10,000 to \$25,000 capital stock) will operate plant; has buildings; cost of machinery \$9000; daily capacity 30,000 to 35,000 feet yellow pine timber; H. M. Smith, president. (See "Machinery Wanted.")

La., Ringgold.—Globe Lumber Co. purchased timber properties of Loggy Bayou Lumber Co., estimated at 20,000,000 feet.

La., Tallulah.—Singer Manufacturing Co., Cairo, Ill., purchased 65,000 acres timber land two miles south of Tallulah; will build large sawmill and veneering plant.

Miss., R. F. D. No. 2 from Brandon.—Rankin County Lumber Co. purchased property of C. E. Cudabac Lumber Co. and will continue plant; N. M. Cudabac, president, McLain, Miss.; F. C. Brice, vice-president and manager; R. E. Cudabac, secretary-treasurer.

(Recently noted incorporated at Mobile, Ala., with \$3000 capital stock.)

Mo., Amity.—Douglas-Savage Lumber Co., capital stock \$22,000, incorporated by Z. H. Savage, J. C. Douglas and others; will equip mill.

N. C., Asheville.—Citizens' Lumber Co., capital stock \$20,000, incorporated by J. M. English, C. H. Hobbs, Walter P. Taylor and George A. Murray.

N. C., Pisgah Forest.—Louis Carr, president, Norwood Lumber Co., Asheville, N. C., and W. F. Decker, manager, Brevard Tanning Co., Brevard, N. C., purchased (from Geo. W. Vanderbilt of New York) 68,000 acres stumpage in Transylvania, Henderson and Jackson counties on Davidson and Mills rivers at \$16,000; estimated to contain 250,000,000 feet timber; construct 15 miles railway from Pisgah Forest, 35 miles from Asheville; build large mill and shipping plant; probably construct hydro-electric plants on upper waters of French Broad Basin.

S. C., Ferguson.—Santee River Cypress Lumber Co. will erect structural steel and concrete floor building for planing mill and box factory; has not placed any contracts, and wires Manufacturers Record: "Open for bids." (See "Machinery Wanted.")

S. C., Sumter.—Penn Sumter Lumber Co., capital stock \$30,000, incorporated by R. W. Wister, Samuel Roberts and W. L. Whitehead.

Tenn., Manchester.—Hardwood Manufacturing Co., capital \$35,000, incorporated by H. Parker, J. W. Harton, T. D. Lawson and Hugh Ledford.

METAL-WORKING PLANTS

La., New Orleans—Roofing.—App Roofing & Metal Co., Ltd., capital stock \$40,000, incorporated; W. F. Denny, president; E. C. App, vice-president; P. J. Gillen, secretary-treasurer.

Mo., St. Louis—Oil Tanks, etc.—St. Louis Metalware Co., 16th and Poplar Sts., leased Kraushaar Brass Manufacturing Co.'s property at 2507-2511 N. Broadway; building three stories high, about 50,000 square feet floor space; lessee will remove plant from present location and install about 12,000 worth of additional machinery; equipment ordered; at present manufactures oil tanks, railroad tinware, wood heaters, stovepipes, etc., and after removal will add manufacture of steel barrels and dairy supplies.

N. C., Whitney—Aluminum.—Southern Aluminum Co., W. P. Marselles, general manager, awarded contract to General Electric Co., Schenectady, N. Y., for machinery costing \$400,000, to include seven 5000-kilowatt and two 2500-kilowatt 250-volt direct-current generators, two 1250-kilowatt alternating current generators, switchboard, etc.; progressing with construction of aluminum works; annual capacity 25,000 tons; plant to include nine electric furnace rooms, 50x500 feet each, and an electrode factory, 50x500 feet; company's completion of Whitney hydro-electric development on Yadkin River will provide 45,000 horse-power for manufacturing aluminum; New York address, care of Bangs Franco-American, 45 Wall St. (Other facts heretofore noted.)

MINING

Ala., Blocton.—Galloway Coal Co., Memphis, Tenn., contemplates installation of electric equipment at mines in Blocton field, increasing capacity 25 per cent to 40 per cent.

Ark., Ochelata—Zinc.—Jacob Bros. will, it is reported, develop zinc deposits.

Ky., Louisville—Marble.—Goldenrod Marble Co., capital stock \$50,000, incorporated by E. A. McMillan, W. R. Thachendorf and S. Thurstensen.

Md., North East—Flint, Spar, etc.—Hilton J. Doggett, Havre de Grace, Md., vice-president and general manager North East Mining & Milling Co., previously noted (under Md., Havre de Grace), organized to mine and mill flint, spar, clay, etc., states is now ready to place orders and build plant near North East; products, silica-flint, feldspar, kaolin and clays. (See "Machinery Wanted.")

Mo., Carthage—Lead and Zinc.—Linzee Hill Mining Co., capital \$4000, incorporated by Samuel Blair, H. T. During, Lloyd Cowgill and J. H. Millard.

Mo., Joplin—Lead and Zinc.—Chicago Lead Mining Co. will build concentrating plant; purchased \$100 worth of machinery.

Mo., St. Louis—Sand, etc.—Treasure Island Sand, Gravel & Material Co., capital stock \$50,000, incorporated by Lemuel A. Carter, Neillie F. Wallace and Chas. E. Wallace.

N. C., Salisbury—Granite.—Leland Company will increase capital stock from \$40,000 to \$80,000 and install additional equipment.

Okla., Miami.—Grey Top Mining Co., capital stock \$75,000, incorporated by Ralph J. Danford of Miami, H. K. Watson and J. H. Malloy of McKeesport, Pa.

Tenn., Oakdale.—Richard Bros. Mining Co. will develop mining property.

MISCELLANEOUS CONSTRUCTION

Fla., Jacksonville—Tunnel.—Florida Interurban Railway Co., M. W. Bates, president, will incorporate with \$2,000,000 capital stock to construct tunnel under St. John's River. Mr. Bates wires Manufacturers Record: "Double tube construction, about one-third mile long."

Fla., Miami—Channel.—Van Steamship Co. and city officials have signed agreement providing for blasting of rock between Ave. D bridge and mouth of river, thereby securing channel between 11 and 12 feet deep; estimated cost, \$500.

Fla., Tampa—Dock.—Board of Public Works awarded contract to J. R. Chambliss to construct dock on east side of estuary. D. B. McKay, Mayor. (Recently mentioned.)

Fla., Tampa—Bulkhead.—City will construct 700 linear feet of wooden bulkhead abutting city's property on east side of estuary; bids received until September 21; D. B. McKay, chairman Board of Public Works.

Fla., West Palm Beach.—City Council is considering granting of franchise to James T. De Berry to construct ferry dock at foot of Banyan St. in waters of Lake Worth.

Fla., Palm Beach.—Palm Beach Farms Co. will construct canal; nine miles long; bottom width 14 feet; depth varying from 4 to 10 feet; about 250,000 cubic yards excavation; bids received until October 5; Orrin Randolph, chief engineer, West Palm Beach. (See "Machinery Wanted.")

Ga., Augusta—Lock and Control Gates.—City will construct concrete and steel locks and control gates in Augusta Canal; also construct first section of Augusta Levee one mile long from Canal Bank to Hawks Gully; will be earth embankment containing 200,000 cubic yards. River and Canal Commission receives bids until October 15; Nisbett Wingfield, chief engineer. (See "Machinery Wanted.")

Ky., Hickman—Wharf.—Lee Line Steamers Co. will build wharf to replace structure destroyed by flood in April.

La., Franklin—Levee.—Oaklawn Sugar Co. will construct protection levee on bank of Grand Lake in rear of Oaklawn and Oxford plantation; levee to be 14 feet high, with 40-foot base, and 10 miles long.

La., New Orleans—Levee.—Government awarded contract to Southern Dredging Co. of Mobile, Ala., for 80,000 cubic yards of earthwork at Hymelia Levee, in Lafourche Levee District; Capt. Clarence O. Sherrill, engineer, United States Engineer Office, Metropolitan Bank Bldg. (Call for bids lately noted.)

La., New Orleans—Levees.—Board of State Engineers, New Orleans Court Bldg., New Orleans, La., awarded following contracts for levee construction, strengthening, enlargement and general repairs, aggregating 1,295,000 cubic yards: Goodrich levee, 150,000 cubic yards; Harris & Helgarson Bros.; Carsling to Willow Glen levee, 100,000 cubic yards, to H. E. Garbird; Anchor levee, 65,000 cubic yards, to John F. McCoy & Co., Inc.; Oak levee, in Atchafalaya district, 200,000 cubic yards, to A. Ruppel; Alabama levee, in Fifth Louisiana Levee District, 40,000 cubic yards, to N. C. Williamson; Amos Bayou to Opossum Fork levee, in Tensas Levee District, 440,000 cubic yards, divided into four sections, to Lacy Bros.; rejected bids for Willow Point Loop levee, 400,000 cubic yards. (Call for bids lately noted under La., Baton Rouge.)

La., Cumberland—Subway.—City plans to construct subway estimated to cost \$7500; James P. Gaffney, City Engineer.

Mo., Kansas City—Flood Protection, etc.—City will vote on \$3,100,000 bond issue, of which \$1,000,000 is for flood protection, \$500,000 for garbage disposal plants, \$250,000 for Swope and \$200,000 for Union Station parks, \$250,000 to improve parks and public playgrounds, \$50,000 for bridges, viaducts and traffic ways, \$150,000 for additional land at Leeds municipal farm and \$100,000 for tuberculosis sanitarium at Leeds; M. A. Flynn, City Comptroller.

Tenn., Chattanooga—Conduit System.—A. N. Sloan, commissioner, Department Streets and Sewers, states commission has received estimates from engineers relative to pro-

posed installation of municipal conduit system, but has not taken definite action.

Tex., Port Arthur—Dredging.—Government will dredge Port Arthur ship canal and new turning basin; bids received until October 17; T. H. Jackson, Major, Engineers, United States Engineer office, Dallas, Tex. (See "Machinery Wanted.")

Tex., Sabine Pass—Jetties.—Government will construct jetties; bids received until October 18; T. H. Jackson, Major, Engineers, U. S. Engineer office, Dallas, Tex. (See "Machinery Wanted.")

Va., Hampton—Pier.—Chesapeake Ferry Co., J. R. Jordan, president, will build pier to cost about \$10,000 in connection with establishment of ferry system between Norfolk and Hampton Roads; probably dredge 10-foot channel for distance of 1000 feet.

Va., Norfolk—Steamship Pier.—Norfolk & Washington Steamboat Co. will construct additional pier; D. J. Callahan, general manager, Washington, D. C.; awarded contract to Harrison Construction Co., care N. J. Harrison, secretary Petersburg Terminal Co., Petersburg, Va.

Va., Norfolk—Pier, etc.—E. B. Pleasants, chief engineer Atlantic Coast Line Railroad Co., Wilmington, N. C., wires Manufacturers Record: "Company proposes to build, at Pinners Point terminals, freight warehouse 800x80 feet, and passenger transfer shed and pier 500 feet long; building of wood on substructure of creosoted piles; approximate cost \$100,000." (Previously mentioned.)

W. Va., Matewan—Tunnel.—Norfolk & Western Railway, C. S. Churchill, chief engineer, Roanoke, Va., will construct tunnel at Hatfield Bend, about two miles from Matewan; length 700 feet.

MISCELLANEOUS ENTERPRISES

Ala., Birmingham—Live-stock.—Southern Farmers' Breeding & Live Stock Co., capital stock \$500,000, incorporated by G. M. Lovejoy, C. E. McDonald and J. T. Moncrief.

Ala., Birmingham—Towel Service.—Office Towel Supply Co., capital stock \$10,000, incorporated by H. E. Pearce, J. M. Moss and others.

Ala., Coden—Fisherries.—Coden Fisheries Co., capital stock \$5000, incorporated; Charles G. Marshall, president-treasurer, Springfield, Mass.; T. W. Joullian, secretary-manager, Coden.

Ala., Mobile—Oysters.—Bay Shore Oyster Co., capital stock \$30,000, incorporated by T. M. Ingerson, R. M. Bowden and E. S. Bowden; secured oyster bottoms at Bayou la Batre and Coden.

Fla., Eustis—Publishing.—Lake County Publishing Co., E. L. Ferrall, president (recently noted incorporated with \$20,000 capital stock), will occupy rented building at present; is installing machinery; purchased site for future building.

Fla., Tampa—Grain Elevator.—Miller-Jackson Grain Co. will build grain elevator to be equipped with 1000-bushel hopper scale, storage bins, automatic weighing and sacking scales, corn cleaners, oat cleaners, etc.; electricity to be used for operating machinery.

Ga., Columbus—Publishing.—Columbus Ledger purchased site and building of Broad St. Methodist Church; will remodel and equip as printing plant.

Ga., Waycross—Crematory, etc.—City voted \$1000 bond issue to erect crematory and \$11,000 to install fire-alarm system, purchase of equipment, etc.; Harry D. Reed, Mayor. (See "Water-works.")

La., Opelousas—Plumbing.—Opelousas Plumbing Co., W. J. Sandoz, president (recently noted incorporated with \$10,000 capital stock), has rented building at 121 W. Landry St. and will conduct plumbing business. (See "Machinery Wanted.")

Md., Baltimore—Construction.—Piedmont Construction Co., capital stock \$5000, incorporated by Fayette M. Latham (213 E. North Ave.), John A. Wade Thomas and John Robb.

Md., Baltimore—Construction.—Kubitz Construction Co., 51 Knickerbocker Bldg., capital stock \$2000, for general engineering, architectural and construction, incorporated by F. Hans Kubitz (2701 W. North Ave.), Estelle Kubitz and William A. Wolf.

Md., Oakland—Publishing.—Garrett Publishing Co., capital stock \$5000, incorporated by G. Semmes Hamill, Jr., F. L. Warnick and John Shartzer of Oakland; Henry Friend of Crellin, Md., and Clarence V. Guard of Friendsville, Md.

Mo., Kansas City—Garbage Disposal.—City will vote on \$500,000 bond issue for garbage-disposal plants; M. A. Flynn, City Comptroller. (See "Miscellaneous Construction.")

Mo., Springfield—Construction.—Frank W. Hunt Construction Co., capital \$40,000, incor-

porated by C. F. Hunt, Frank W. Hunt and L. E. Hunt.

Mo., St. Louis.—W. J. Holbrook, president Holbrook-Blackwelder Real Estate Trust Co., is interested in plan to organize company with \$1,000,000 capital stock to operate barge line four tow boats and 36 barges proposed.

N. C., Fayetteville—Machinery, etc.—Fayetteville Supply Co., capital stock \$25,000, incorporated by W. H. Marsh, T. J. Purdie and G. C. Trice.

N. C., Raleigh—Publishing.—American Home Publishing Co., authorized capital \$100,000, incorporated by W. H. Pace, B. F. Montague and J. H. Spaulding.

N. C., Salsbury—Fire-alarm System.—City contracted with Gamewell Fire Alarm Telegraph Co. of New York for installation of fire-alarm system; 14 boxes and full equipment.

N. C., Wilmington—Incinerator.—City and New Hanover county awarded contract to Decaire Incinerator Co. of Minneapolis, Minn., at \$34,000 to build incinerator of 40 tons capacity; F. F. Pillet, City Engineer. (Previously mentioned.)

Okl., Oklahoma City—Publishing.—Progress Publishing Co., capital stock \$6000, incorporated by L. J. Abbott and C. M. Allen of Oklahoma City and M. M. Allen and L. R. Abbott of Edmond, Okla.

S. C., Columbia—Laundry.—Star Laundry Co., 1801 Taylor St., incorporated; capital stock \$12,000; Henry W. Fair, president; Samuel F. Thomason, secretary-treasurer and manager; takes over established laundry of Thomason & Fair.

S. C., Spartanburg—Abattoir.—Board of Health will meet at 7:30 P. M. September 30 at office of Dr. J. H. Allen to receive and endorse plans and specifications submitted for construction of proposed abattoir and rendering plant; information may be obtained from Dr. James H. Copes, etc.

Tenn., Jackson—Laundry, etc.—Southern Laundry & Dry Cleaning Co., capital \$30,000, incorporated by J. W. Walden, R. F. Sprague, O. J. Nance, L. B. Tigrett and G. H. Robertson.

Tenn., Bonham—Grain Elevator.—E. D. Steiger will build grain elevator.

Tex., Dallas—Construction.—Southwestern Construction Co., 402 S. Lamar St., will contract to construct railways, canals, roads, etc.; John Summerfield, president; J. J. Clark, treasurer; Thomas Mankins, secretary. (Recently reported incorporated with \$10,000 capital stock.)

Tex., Houston—Printing.—Houston Post will build annex; three stories; concrete; equipped with printing press composing-room on second floor; offices on third floor; press-room to be floored and sidewalled with tile.

Tex., Houston—Creosoting Plant.—National Lumber & Creosoting Co., John T. Logan, president, Texarkana, Ark., advises further relative to recently-noted plant; arrangements for erection completed and machinery purchased; plant to be equipped with four cylinders; daily capacity, 15 carloads; treat railroad construction material and paving block; cost of machinery, \$150,000 to \$175,000; completion by January.

Tex., San Antonio—Live-stock.—Rosita Live Stock Co., capital stock \$50,000, incorporated by T. B. Jones, W. M. Stafford and Winchester Kelso.

Va., Richmond—Construction.—W. B. Bradley Construction Co., capital stock \$5000, incorporated with W. B. Bradley president, L. B. Bradley vice-president, and Jas. F. Bradley secretary-treasurer.

MISCELLANEOUS PLANTS

Ala., Bessemer—Gas.—Civic Service Corporation, Philadelphia, Pa., is reported as planning utilization of gas from by-product coke ovens at Woodward for transmission and distribution at Bessemer by Bessemer Gas Co.; build plant for enriching gas and extend pipe lines; expenditure of \$200,000 to be proposed.

Ark., Texarkana—Paper.—Turner Paper Co., capital stock \$100,000, incorporated; T. O. Turner, president; C. B. Eastern, vice-president; W. K. Stevens, secretary-treasurer.

D. C., Washington—Engines.—Lilge Rotary Gas Engine Co. incorporated with \$250,000 capital stock by Louis E. and George P. Lilge, both of Washington, and Isaac Fogg.

Fla., Kendrick—Lime.—A. N. Blowers of Pineville, Ky., organized company to establish lime works; install rotary hydrating machine.

Fla., Tampa—Disinfectants.—Anti-Verm

Co., F. W. Porter, president, Box 225, has leased building and will manufacture insecticides, disinfectants, etc. (Recently noted incorporated.)

Ga., Atlanta—Bakery.—Atlanta Baking Co. will build bakery on Alta Ave.; three stories; concrete; cost \$30,000.

Ga., Lagrange—Gas.—City votes October 28 on \$40,000 bond issue for gas plant; recently mentioned; J. D. Edmondson, Mayor. (See "Water-works.")

Ga., Washington—Syrups and Beverages.—Creola Company, capital stock \$10,000, incorporated by G. E. Lyndon, James B. Smith and A. W. Lyndon.

Ky., Falmouth—Creamery.—H. M. Owen Creamery, capital stock \$7500, incorporated by H. M. Owen, B. K. Wigginton and E. S. Clarke.

Ky., Louisville—Cala Products Co. capital stock \$100,000, incorporated by A. C. Davis, S. J. Kuhn and B. B. Bales.

Ky., Louisville—Bottling.—Cola Products Co., capital stock \$100,000, incorporated by A. C. Davis, S. J. Kuhn and B. B. Bales.

Ky., Louisville—Hardware, etc.—Albrecht & Co., capital stock \$7000, incorporated by Albert G. Albrecht, Oscar Brockman and E. J. Miller.

Ky., Middlesboro—Distillery.—T. H. Haynes Distilling Co., capital stock \$30,000, incorporated by T. H. Haynes, J. C. Ray and F. J. Laval.

Ky., Paducah—Poultry and Stock Food.—Old Kentucky Manufacturing Co. increased capital stock from \$30,000 to \$50,000.

Ky., Paducah—Shoes.—T. H. Callahan Shoe Manufacturing Co., capital stock \$15,000, incorporated by T. H. Callahan and others; will establish factory with daily capacity of 300 pairs shoes; occupy two floors of building at 118 N. 4th St.

Ky., Shively—Condensed Milk.—Bluegrass Condensed Milk Co. contemplates establishing plant. C. E. Rogers of Detroit, Mich., is interested.

Ky., Wilmore—Creamery.—Wilmore Light & Ice Co. will operate creamery in connection with electric-light plants. (See "Electric Plants.")

La., Crowley—Creamery.—R. E. Sturgis of New Orleans, La., representing Williams Construction Co., is promoting establishment of creamery to cost about \$10,000.

La., Shreveport—Paper.—P. N. Anger wires Manufacturers Record: "Mill promoted by P. N. Anger will locate in Shreveport; capacity 200 tons paper; sulphate process; three Fourdrinier and two cylinder machines; will use yellow pine waste wood; buildings 1116 feet long; 10,400 horse-power boilers; 18 digesters; cost about \$3,000,000; New York and English capital; Shreveport donates 100-acre site and right of way for water to river.

Md., Baltimore—Beer Taps, Faucets, etc.—Brewers' Specialty Co., capital stock \$100,000, incorporated by Charles A. Bier (Charles A. Bier & Bro., 903 Covington St.), Burt F. Cornwell and Thomas J. Mason.

Md., Baltimore—Bottle Stoppers.—Simplex Non-Refillable Seal & Stopper Co., capital stock \$150,000, incorporated by Francis Norris, Jr. (Raspeburg, Md.), J. Harry Gruber, Sydney Norris, Charles F. Plet and Harry R. Bormann (1727 N. Broadway); will manufacture (at present by contract) patented non-refillable stopper for bottles, jugs, etc.; later contemplates erecting building.

Md., Baltimore—Oil Refinery.—L. Sonnenborn Sons, Inc., 513 W. Lombard St., increased capital stock from \$500,000 to \$2,000,000; reported to construct additional pipe lines and build various plants in Maryland and other sections of the East; at present has refineries in Pennsylvania and New Jersey; main office to be in Baltimore.

Md., Baltimore—Clothing.—Silverman & Sons Company, capital stock \$30,000, incorporated by Moses Silverman (3312 Auchentoroly Terrace), Israel Buckner and Jacob D. Hornstein.

Md., Baltimore—Confectionery.—The J. C. Pund, Jr., Company, capital stock \$22,000, incorporated by John C. Pund, Jr. (508 N. Gay St.), Wm. T. Kuhns, Chas. W. McKnew, Edward M. Cromwell and Thomas O. Jones.

Md., Baltimore—Sash Weights.—De Ved & Sons Sash Weight Co., 813-821 S. Howard St., will erect addition to plant at 807-809 S. Howard St.; brick; three stories; 36x155 feet; interior of mill construction; equipped for manufacturing sash weights.

Miss., Laurel—Coffee.—Latin-American Coffee Co., Gulfport, Miss., will establish coffee plant; leased building under construction.

Mo., Joplin—Drillers.—Keystone Driller

Co., Beaver Falls, Pa., is reported as planning to build branch works.

Mo., Kansas City—Paint.—Hydroze Paint Co., capital \$20,000, incorporated by E. E. Blackman, Margaret Steele, F. W. Samuelson and W. F. Samuelson.

Mo., Kansas City—Chemicals.—Exter Chemical Co., capital \$50,000, incorporated by Julian E. Exter, A. U. Spickard and B. Q. Denham.

Mo., St. Louis—Water Heater.—Economy Water Heater Co. incorporated by John W. Ellerbrecht, Leo J. Bayer, F. W. Maury, George E. Booth and A. D. Tibbols; capital stock \$50,000.

Mo., St. Louis—Wearing Apparel.—Van Stone's Syle Store, capital stock \$20,000, incorporated by John A. Van Stone, Rudolph Wolfner and George M. Popham.

Mo., St. Louis—Novelties.—Simplex Novelty Manufacturing Co. incorporated by Alfred Rameil, John R. Gilda, Conrad Reinbeck, John C. Bossert and May O'Connor; capital stock \$100,000.

N. C., Burlington—Gas.—Kuemmerle & Co., Real Estate Trust Bldg., Philadelphia, Pa., will construct gas plant. (Previously noted as considering plant.)

N. C., Rocky Mount—Cotton Belt Manufacturing Co. capital stock \$15,000, incorporated by S. Breen, P. C. Shore and James E. Giles.

N. C., Stokes—Tobacco Prizery.—Farmers' Union will build addition to leaf-tobacco prizery.

Okl., Oklahoma City—Youth Bloom Manufacturing Co. capital stock \$5000, incorporated by S. Zolland, E. A. Kinkead and J. B. Kinkead.

S. C., Dillon—Medicine.—Kid "O" Pill Remedy Co., capital \$2000, incorporated by J. C. Davis, W. McInnis and R. L. Lane.

S. C., Greenville—Bottling.—Greenville Ola Co. incorporated by W. W. Miller and R. S. Hartwell.

Tenn., Memphis—Illuminated Signs.—Nu-Ad Illuminated Sign Co., 6 S. 4th St., will manufacture illuminated signs; P. M. Canale, president; J. D. Abbott, vice-president; W. E. Fraser, secretary; James J. Carrigan, treasurer; R. J. Nutting, manager. (Recently noted incorporated with \$10,000 capital stock.)

Tenn., Lebanon—Medicine.—Co-operative Medicine Co., capital stock \$200,000, incorporated by L. K. Grigsby, H. M. Freeman and N. G. Robertson.

Tenn., Nashville—H. C. Pogue Company. capital stock \$3000, incorporated by H. C. Pogue, H. H. Campbell, T. W. Banks and others.

Tenn., Nashville—Incinerators.—Luke Matthews of Paris, Tenn., is promoting organization of company to manufacture small incinerating plants for family use.

Tex., Abilene—Peanuts.—Southwestern Peanut Co. (Eugene De Bogory and others) will establish peanut plant; equipment will include machines to grade peanuts and clean them before shelling; daily capacity, one car of peanuts. (Equipment recently noted purchased.)

Tex., Corpus Christi—Wm. G. Blake of Corpus Christi Commercial Club states that gas plant (franchise recently noted granted to Henry M. Wallace of Detroit, Mich.) will be constructed at cost of \$150,000; work to be commenced at once.

Va., Big Stone Gap—Devices.—Device Corporation, A. H. Reeder, president (recently noted incorporated with \$30,000 capital stock), will manufacture "Nash" patented envelope machine, ribbon holder, pencil sharpener, mailing tube, and safety watch and key chains; at present devices will be manufactured by contract. (See "Machinery Wanted.")

Va., Honaker—Balm.—Honaker Balm Co., capital stock \$10,000, incorporated with Martin Honaker, Sr., president; Walter Wallace, vice-president, and A. T. Griffith, secretary-treasurer.

Va., Lynchburg—Bottle Locker Company.—Sanitary Milk Bottle Locker Co., capital stock \$10,000, incorporated with Charles B. Patterson, president; P. J. Weldland, vice-president; Robert G. Evans, secretary and treasurer.

Va., Lynchburg—Nut Locks.—R. D. Hughes Nut Lock Corporation has organized and ordered equipment of machinery for manufacturing nut locks; president, R. D. Hughes. (Recently reported incorporated with \$25,000 capital stock.)

Va., Norfolk—Tires.—Ford Vulcanizing Co.,

capital stock \$10,000, incorporated to manufacture, vulcanize and repair automobile tires; R. F. Ford, president; W. W. Ford, vice-president; W. P. Ford, secretary.

Va., Norfolk—Bakery.—George O. Kolb will rebuild burned bakery.

Va., Staunton—Time Recorder.—Crafton & Darnell Electro Magnetic Time Recorder Co. incorporated with J. C. Darnell, president; C. H. Crafton, vice-president, and F. B. Kennedy, secretary-treasurer.

MOTORS AND GARAGES

Ala., Tuscaloosa—Garage.—Oak City Garage Co., capital stock \$5000, incorporated by G. G. Brownell, Mrs. J. A. J. Brownell and W. E. Mills.

D. C., Washington—Garage.—Congressional Garage will erect addition to building at 638 Pennsylvania Ave. S. E.; cost \$7000.

Ky., Georgetown—Garage.—Henry C. Herson and Charles H. Ferguson will build garage.

Md., Baltimore—Automobiles.—Vaco Auto Co., capital stock \$10,000, incorporated by Harry E. Kirk, Arthur T. Wolfenden (228 St. Paul St.) and W. Herbert Sloan.

Md., Baltimore—Garage.—American Express Co., 6 S. Calvert St., will build commercial garage on Colvin St.; probably two stories high, with capacity of 20 automobiles.

Mo., St. Louis—Automobiles.—Heinrich Automobile Co. incorporated by Valentine Heinrich, Margaretta Heinrich and Caspar Leykam; capital stock, \$2500.

Mo., St. Louis—Garage.—John N. Bleek and associates awarded contract to Neier & Meng of St. Louis to build garage at 2914-2916 N. Grand Ave.; two stories; brick and reinforced concrete; contains garage, repair shop and automobile salesroom; cost about \$30,000; plans by William A. Lucas of St. Louis. (Recently mentioned.)

Mo., St. Louis—Garage.—J. J. White will build garage.

N. C., Charlotte—Automobiles.—United Motor Charlotte Co., capital stock \$50,000, incorporated by J. H. Ham, J. H. Ross and W. S. Boyd.

N. C., Salisbury—Garage.—Mrs. Estelle Walker of Winston-Salem, N. C., contemplates building garage; D. W. Julian is agent.

Tenn., Memphis—Automobiles.—Ford Motor Co. awarded contract to James Alexander & Co. of Memphis to build assembling and distributing plant; five stories; 85x217 feet; reinforced concrete, faced with brick and tile; fireproof; greater portion of wall space to be of wired glass; metal sashes; concrete stairs; cost of building, \$180,000; annual capacity of plant, 2500 cars; plans by G. M. Shaw & Co. of Memphis. (Previously mentioned.)

Tex., Brownsville—Garage.—J. J. Young will build concrete garage to cost \$20,000; plans prepared and contract awarded.

Tex., Dallas—Automobile Supplies.—Havoline Auto Supply Co., capital stock \$10,000, incorporated by Edwin Hobby, Forrest E. White and J. W. Crotty.

Va., Norfolk—Garage.—C. E. Wright & Co. will build garage and vehicle factory. (See "Woodworking Plants.")

RAILWAY SHOPS, TERMINALS, ROUNDHOUSES, ETC.

Ark., Harrison—Missouri & North Arkansas Railroad, W. O. Galbreath, engineer maintenance of way, Eureka Springs, Ark., it is reported, erect railroad shops at cost of \$150,000.

Mo., St. Louis—Manufacturers' Railway Co. of St. Louis, G. F. Moore, president, will erect engine-houses, machine shops, etc.; main building 300x80 feet; steel and reinforced concrete; fireproof; outer walls of brick with terra-cotta trimmings; machine shop to be equipped with lathes, drill presses and other machinery for repairing engines and cars; washrooms, lavatories, etc., on second floor of this division; power plant; building will have no foundation below ground, walls resting on reinforced concrete girders spanning 500 piles driven 25 feet deep; estimated cost, \$250,000, including \$100,000 for construction and \$80,000 for machinery; plans by Klipstein & Rathmann, Chemical Bldg., St. Louis.

Va., Roanoke—Virginian Railway, H. Fernstrom, chief engineer, Norfolk, Va., awarded contract to John P. Pettyjohn & Co., Lynchburg, Va., for extension to roundhouse. (Previously noted.)

Va., Sewallis Point—Virginian Railway, H. Fernstrom, chief engineer, Norfolk, Va., awarded contract to John P. Pettyjohn & Co., Lynchburg, Va., to construct five-stall roundhouse; G. T. Lemmon, engineer in charge.

Va., Victoria—Virginian Railway, H. Fernstrom, chief engineer, Norfolk, Va., awarded contract to John P. Pettyjohn & Co., Lynchburg, Va., to erect extension to roundhouse. (Previously noted.)

ROAD AND STREET WORK

Ala., Birmingham—Jefferson county will grade, drain and surface with chert three miles of old Stouts Rd.; bids received until October 24; W. S. Keller, State Highway Engineer, Montgomery, Ala. (See "Machinery Wanted.")

Fla., Jacksonville—City will pave various streets; John J. Ahern, chairman paving committee.

Ala., Linden—Marengo county will grade and surface with sand-clay four miles of road; expenditure \$8000; W. S. Keller, State Highway Engineer, Montgomery, Ala. (See "Machinery Wanted.")

Ala., Marion—Perry county will grade, drain and surface with sand-clay about four miles of Elkes Ferry Rd.; expenditure \$8000; also five miles of Marion end of Uniontown Rd.; gravel four miles of Burroughs Ferry Rd.; County Commissioners receive bids until October 21; W. S. Keller, State Highway Engineer, Montgomery, Ala. (See "Machinery Wanted.")

Ala., Montgomery—Montgomery county will grade about five miles of Snowdown-Chambers Rd.; Board of Revenue receives bids until October 7; Thomas H. Edwards, acting County Engineer. (See "Machinery Wanted.")

Ala., Moulton—Lawrence County Court of Revenue rejected bids for construction of various sections of road, totaling about 60 miles; purchased road machinery and will build roads with its own forces; is now constructing road from Hillsboro to Moulton, about 11½ miles. (Call for bids previously noted.)

Ark., Little Rock—Commissioners Street Improvement District No. 176 will grade and pave 14,000 square yards of street; E. A. Kingsley, engineer, Markham and Center Sts., Little Rock; Joe P. Waldenberger, chairman District Commission. (See "Machinery Wanted.")

Ala., Rockford—Coosa county will grade, drain and surface with top soil six miles of Kellyton and Rockford Rd.; Commissioners receive bids until October 15; W. S. Keller, State Highway Engineer, Montgomery, Ala. (See "Machinery Wanted.")

Ala., Talladega—City awarded contract to Southern Asphalt & Construction Co. of Birmingham, Ala., to pave public square and several of principal business streets; about 20,000 square yards surface, 12,000 linear feet granite curb, grading, etc.; A. G. Weldon, City Clerk. (Call for bids lately noted.)

D. C., Washington—Government will construct section of experimental roadway on Rockville Pike; bids received at office of disbursing clerk until September 27; W. M. White, acting Secretary U. S. Department of Agriculture. Recently mentioned. (See "Machinery Wanted.")

Miss., Sumner—Tallahatchie County Supervisors will issue \$25,000 of bonds for road construction in Supervisors' District No. 1; W. D. Brown, Clerk.

Mo., Sedalia—Twelve-Mile Special Road District, C. A. Thomas, superintendent, awarded contracts to Ransom & Cook, Ottawa, Kans.; Ganell & Detjen, J. M. Green, Lee Carpenter, W. W. Wheeler and P. H. Burford, Sedalia, to construct 55 miles of rock and gravel road; amount available, \$225,000. (Recently noted.)

Fla., High Springs—Town voted \$7500 bond issue to pave additional concrete sidewalks and complete several hard streets. Address Town Clerk.

Fla., Miami—Dade county voted \$250,000 bond issue for road construction. Address County Commissioners. (Recently mentioned.)

Fla., St. Petersburg—City awarded contract to Georgia Engineering Co. of Augusta, Ga., to pave 55 blocks with vitrified brick and granite curbing. (Call for bids lately noted.)

Ga., Atlanta—Fulton County Commissioners will pave Peachtree Rd. from Buckhead to county line with bluishite; pavement to extend 18 feet each side of car tracks; oiled macadam between tracks; cost \$13,520.

Ga., Dalton—City awarded contract to W. M. Haig of Dalton to improve Hamilton and Long Sts.; J. T. Carroll, City Clerk. (Recently mentioned.)

Ga., Moultrie—City will pave about one mile of streets. Address The Mayor.

Ga., Waycross—City voted \$30,000 bond issue for street paving; recently mentioned;

Harry D. Reed, Mayor. (See "Water-works.")

Ky., Lexington—City will construct concrete sidewalks, curb and gutter on Kentucky, Indiana and Virginia Aves; S. Lime-stone, Constitution, Upper and Vine Sts.; W. H. McCorkle, chairman Board of Public Works, receives bids until September 23. (See "Machinery Wanted.")

Ky., Lexington—Fayette county will construct various roads; Fiscal Court and Road Committee receive bids until September 23; C. F. Estill, superintendent of turnpikes. (See "Machinery Wanted.")

La., Eunice—City awarded contract to De Jersey & Barnard, Jennings, La., at \$14,895 to pave about five miles cement sidewalks, curbing, etc. (Recently mentioned.)

La., New Orleans—City will construct sub-surface drains, culverts, curbs, gutter bottoms and sidewalks on Peters Ave. from Magazine St. to St. Charles Ave.; also surface with concreting clay gravel on Fountainbleau Drive from Carrollton Ave. to Audubon Blvd.; Charles R. Kennedy, City Comptroller, receives bids until September 30. (See "Machinery Wanted.")

La., Winnfield—City will pave five miles of sidewalk. Address The Mayor.

Md., Baltimore—City will grade, curb and pave with granite block on concrete base or Hassam granite block and vitrified block on concrete base portions of Frederick, Davis and Water Sts., included in contract No. 38, and Smallwood St., Mt. Vernon Pl. and Monroe St., included in contract No. 39; bids received until October 1; R. Keith Compton, chairman Paving Commission. (See "Machinery Wanted.")

Md., Rockville—Montgomery County Commissioners awarded contract to George B. Mullin, 1290 Crittenden St. N. W., Washington, D. C., to construct six miles of road from Watts Branch, near Rockville, to Travillah, by way of Big Pines; cost \$30,000.

Miss., Booneville—Highway Commissioners, G. L. Holly, secretary, Supervisors' District No. 1, Prentiss county, rejected all bids (recently noted) for constructing 25 miles of road; novaculite, chert or gravel; will receive new bids until October 14; Xavier A. Kramer, engineer, Magnolia, Miss. (See "Machinery Wanted.")

Miss., Charleston—Tallahatchie county (recently noted as preparing to issue bonds) will construct 40 miles of roads; amount available, \$25,000; J. A. Shores, member of Board of Supervisors, R. F. D., Enid, Miss., may be addressed. (See "Machinery Wanted.")

Miss., Charleston—Tallahatchie county (recently noted as preparing to issue bonds) will construct 40 miles of roads; amount available, \$25,000; J. A. Shores, member of Board of Supervisors, R. F. D., Enid, Miss., may be addressed. (See "Machinery Wanted.")

Miss., Laurel—City will pave Front, Oak and Magnolia Sts. and Central and Fifth Aves. with wood blocks or vitrified brick; City Clerk receives bids until October 15; P. C. Cook, Street Commissioner. (See "Machinery Wanted.")

Miss., Pascagoula—District No. 4, Jackson county, will construct about two miles shell road and three miles dirt road; let contract at noon October 7 at courthouse, Pascagoula; W. W. Grinstead, Gautier, Miss., secretary Road Commissioners. (See "Machinery Wanted.")

Miss., Sumner—Tallahatchie County Supervisors will issue \$25,000 of bonds for road construction in Supervisors' District No. 1; W. D. Brown, Clerk.

Mo., Sedalia—Twelve-Mile Special Road District, C. A. Thomas, superintendent, awarded contracts to Ransom & Cook, Ottawa, Kans.; Ganell & Detjen, J. M. Green, Lee Carpenter, W. W. Wheeler and P. H. Burford, Sedalia, to construct 55 miles of rock and gravel road; amount available, \$225,000. (Recently noted.)

N. C., Durham—County Commissioners awarded Mangum St. road grading and macadamizing contract to C. D. Riggsbee of Durham; about one mile road; about \$10,000 available; E. C. Belvin, engineer in charge. (See "Machinery Wanted.")

N. C., Franklinton—City will vote on \$10,000 bond issue to complete roads. Address The Mayor.

Okla., Checotah—City awarded contract to Levy & Levy, Muskogee, Okla., to construct 30,000 square yards asphaltic concrete pavement on concrete base; previously noted; W. W. Southard, City Engineer. (See "Machinery Wanted.")

Tenn., Chattanooga—City will pave N. Prospect, Arcadia and Cameron Sts.; asphalt macadam; A. N. Sloan, Commissioner Department of Streets and Sewers, receives bids until October 1. (See "Machinery Wanted.")

Tenn., Morristown—City has plans for one-half miles of asphalt and brick pavement; J. E. Thompson and E. C. Brown, engineers;

plans will be ready by September 25. (Recently noted to cost \$15,000.)

Tex., Cameron—Milam county defeated \$200,000 bond issue for road construction. Address County Commissioners. (Recently mentioned.)

Tex., Corpus Christi—Commercial Club advises that George D. Marshall, superintendent of road construction, Washington, D. C., is making preliminary investigation of county roads, with view to improvements and surfacing; contemplated to vote bonds to improve 150 miles; estimated cost \$400,000.

Tex., Denison—City will pave Mirick Ave. with asphalt macadam; 22,000 square yards; \$15,000 available; receives bids until September 30; A. W. Acheson, Mayor. (See "Machinery Wanted.")

Tex., El Paso—City will vote on \$400,000 bond issue for grading and draining suburban streets and for extension of water-works and sewer system. Address The Mayor.

Tex., El Paso—El Paso County defeated \$150,000 bond issue for road improvements. Address County Commissioners. (Previously noted.)

Tex., Fort Worth—City will improve Clinton Ave. from 20th to 25th St. (17,900 square yards) with vitrified brick, Bermudez bituminous concrete or rock asphalt; F. J. Von Zuben, acting city engineer, receives bids until October 1. (See "Machinery Wanted.")

Tex., San Benito—City will expend \$18,000 in grading streets; has motor grader, equipped with plows, graders, sprinkling wagon, etc.

Va., Lynchburg—City will pave Blackwater St. and Concord Turnpike with old material furnished by city; joint council committee on streets and sewers received bids at City Engineer's office until September 25; 2500 cubic yards excavation, 5000 square yards old cobble to be laid and 5000 linear feet old stone curb to be set. (See "Machinery Wanted.")

Va., Norfolk—City awarded contract to Edward Alcott, represented by John Whitehead, for paving 13,000 square yards on Church St. north of Norfolk & Western Railway crossing with granite blocks and wooden keys; cost about \$18,000; W. T. Brooke, City Engineer. (Recently mentioned.)

Va., Richmond—City awarded contract, at \$2.20 per square yard, for asphalt block paving on Lombardy St. to Washington Asphalt Block & Tile Co.; Charles E. Bolling, City Engineer. (Recently noted.)

Va., Tazewell—Tazewell county will construct and improve about 65 miles of road in Clear Fork Magisterial District; County Supervisors, C. W. Greer, clerk, receive bids until September 22. (See "Machinery Wanted.")

W. Va., Huntington—City will pave Collis, Ritter and First Aves., 17th St., etc.; also construct lateral sewer in alley between Third and Fourth Aves. and from 24th to 26th Sts.; bids invited; A. B. Maupin, City Engineer. (See "Machinery Wanted.")

W. Va., Wheeling—Ohio county will grade and pave with stone River Rd. from north corporation line of Warwood to county line at Short Creek; length 22,654 feet, or 4.3 miles; width of pavement 12 or 14 feet; George Kress, president County Commissioners. (See "Machinery Wanted.")

SEWER CONSTRUCTION

Ark., Helena—City will reconstruct, clean and excavate main drainage ditch to its point of emptying into Long Lake. Address The Mayor.

Ark., Hot Springs—W. W. Waters, Mayor, states relative to recently-noted plans for sewer construction: City does not contemplate such work; bill has been introduced in Congress petitioning United States Government to construct storm drainage and sewer system adjacent to Government property.

Ga., Camilla—City votes October 9 on \$250 bond issue to improve sewer system. Address The Mayor. (See "Electric Plants.")

Ga., Waycross—City voted \$30,000 bond issue for improvements and extension of sewer and water systems; recently mentioned; Harry D. Reed, Mayor. (See "Water-works.")

Md., Baltimore—City will construct Section 7 of high-level interceptor, Contract No. 102, and Locust Point trunk sewer, sanitary contract No. 103; bids received until October 2; Charles England, chairman Sewerage Commission, 904 American Bldg. (See "Machinery Wanted.")

Mo., Poplar Bluff—City Council authorized formation of sewer district and construction of sewer to drain residential section. Address The Mayor.

N. C., Winston, P. O. Winston-Salem.—City awarded contract to J. B. McCrary Company of Atlanta, Ga., at \$15,500 to construct four to five miles of 6, 8, 10 and 12-inch sanitary sewers, with manholes, flush tanks, etc.; R. I. Dalton, Mayor. (Call for bids lately noted.)

Okl., Tonkawa.—E. H. Stalnaker, City Clerk, receives bids until September 27 to furnish and install pumping machinery, construct cast-iron pipe line, etc.; Burns & McDonnell, engineers, Scarritt Bldg., Kansas City, Mo. (Bond issue of \$20,000 recently reported voted for water-works extension.)

S. C., Cheraw.—City awarded sewer and water-works construction contracts; Gilbert C. White, engineer, Charlotte, N. C.; bids recently noted. (See "Water-works.")

Tex., Cleburne.—Cleburne Sewer Co. will construct sewage-disposal plant; plans and specifications on file in office of company and of Muller & West, 222 Slaughter Bldg., Dallas, Tex. (See "Machinery Wanted.")

Tex., Electra.—City will vote on \$16,000 bond issue to construct sewer system and water-works; issue to be supplemented by \$10,000 in subscriptions. Address The Mayor.

Tex., El Paso.—City will vote on \$400,000 bond issue for extension of sewer system and water works and for grading and draining suburban streets. Address The Mayor.

Tex., Cuero.—H. Runge & Co. have contract, it is reported, at about \$7000 to construct sewers.

Tex., San Benito.—City rejected bids for construction of sewer system; \$30,000 of bonds issued; Brice Frazier, City Secretary. (Call for bids lately noted.)

Va., Norfolk.—South Norfolk Sewerage Co., 722 Bank of Commerce Bldg., will construct main outfall sewer in South Norfolk; receives bids until September 26; Matt M. Tunis, secretary. (See "Machinery Wanted.")

Va., Norfolk.—City will construct two storm sewers in old Ninth Ward, as follows: 1100 feet culvert 5x3½ feet, 300 feet culvert 4x3½ feet, and 550 feet culvert 24-inch terra-cotta pipe, on or near Goff St., and 1400 feet 3-foot concrete culvert along route of "Old Whitehead's Pond"; Board of Control receives bids until September 26.

Va., Roanoke.—City awarded contract to Tinsley Construction Co. to construct sewer between Stewart and Jamison Aves., Roanoke River and 12th St. and city limits; estimated cost \$6323.

W. Va., Warwood.—Town will construct about two miles of from 8 to 20-inch sewer in Glenova section of Warwood; C. H. Dowler, Mayor, and Town Council receives bids until September 27; recently mentioned; H. J. Watson, engineer, Board of Trade Bldg., Wheeling, W. Va. (See "Machinery Wanted.")

TELEPHONE SYSTEMS

Fla., Jacksonville.—Home Telephone Co., capital stock \$1,325,000, incorporated with plans for operating 1000-mile telephone system; Chas. Blum, president; John J. Ahern, vice-president; A. S. Metzner, secretary; J. W. Ingram, treasurer.

N. C., Wilmington.—Southern Bell Telephone & Telegraph Co. (main office Atlanta, Ga.) has plans for suburban telephone exchange at Villa View; one story; frame; Stephen D. Lucas, local manager.

Okla., Lucien.—Lucien Telephone Co., capital stock \$10,000, incorporated by J. W. Oliver, O. S. Alloway, S. H. Gaines and others.

Okla., Dewar.—Dewar Telephone Co., capital stock \$3000, incorporated by W. C. Brymer, J. W. Fowler and F. M. Pearson.

Tenn., Knoxville.—Cumberland Telephone & Telegraph Co., Nashville, Tenn., awarded contract to A. J. Krebs Contracting Co. of Birmingham, Ala., to erect telephone exchange; fireproof; concrete; cost \$50,000.

TEXTILE MILLS

Ga., Phelps.—Cotton Goods.—F. T. Hardwick, treasurer of Crown Cotton Mills, Dalton, Ga., and associates plan erection of cotton mill; have purchased 330 acres land and water rights for \$9500.

Ga., Trion.—Cotton Cloth.—Trion Company will make general plant and village improvements and add new machinery; C. B. Caperton, Rome, Ga., will be resident manager, and he wires Manufacturers Record: "Improvements will cost about \$100,000 for village and about \$300,000 for new machinery and repairs to mill. B. D. Riegel of New York is president and treasurer." (Recently reported incorporated with \$900,000 capital

stock to take over Trion Manufacturing Co.)

N. C., High Shoals—Cotton Goods.—High Shoals Co. will install 125 automatic looms in place of old-type looms; has ordered this machinery.

N. C., Kannapolis—Sheeting.—Cabarrus Cotton Mills, Concord, N. C., considering erection of branch mill; J. W. Cannon of Concord, president.

N. C., Monroe—Flannel.—Monroe Cotton Mills will add 5000 spindles and 60 looms for manufacturing canton flannels; has purchased machinery. (Lately mentioned.)

N. C., Franklinton—Cotton Yarn.—Sterling Cotton Mills will build 280x140-foot two-story addition. (Recently reported, not yet confirmed, stated company will add 10,000 spindles.)

N. C., Salisbury—Damask.—Princeton Cotton Mills Co. about completed buildings, as previously outlined; installing 36 looms and expect to install spinning equipment later; probably 3000 spindles. (Previously reported organized, etc.)

N. C., Statesville—Cotton Yarns.—Paola Cotton Mills contemplate doubling plant; present equipment 5376 ring spindles, 268 twister spindles, etc.; company wires Manufacturers Record: "Have not decided definitely."

S. C., Blacksburg—Hosiery Mill.—Iron City Cotton Mills takes over Whittaker Cotton Mills; has 5000 ring spindles, etc. (Iron City company recently reported organized by C. M. Smith, Gaffney, S. C., and others.)

S. C., McCall—Tire Fabrics.—Marlboro Cotton Mills will add 25 looms for tire fabrics; has placed contract.

S. C., Seneca—Cotton Cloth.—Seneca Cotton Mills will add 36 looms, 10 cards, 4 drawing-frames, etc.; has placed contracts; is building 55x55-foot picker-room.

WATER-POWER DEVELOPMENTS

Ala., Coosa County.—Alabama Interstate Power Co., E. A. Yates, chief engineer, Bell Bldg., Montgomery, Ala., New York office at 109 Broadway, writes to Manufacturers Record: "We are engaged in construction of dam and power-house at Lock 12 on Coosa River, about half way between Birmingham and Montgomery; contract let August 1 to McArthur Bros., New York, who will build dam and power sub-structure; dam 1500 feet long on top; ordinary operating head on turbines, 68 feet; first installation, four vertical turbines of single runner type of 17,500 horse-power each; provision for two units in future; dam and power-house sub-structure will contain 146,000 cubic yards cyclopian masonry and 45,000 cubic yards mass concrete; power-house 330 feet long and 150 feet wide." Dam site at Lock 12 is on dividing line between Coosa and Chilton counties. (Other details heretofore stated; ultimately develop 400,000 horse-power.)

N. C., Asheville.—Louis Carr and W. F. Becker will probably construct hydro-electric plants on upper waters of French Broad basin in connection with development of 68,000 acres of timber land. (See "Lumber Manufacturing Plants.")

S. C., Columbia.—Parr Shoals Power Co. wires Manufacturers Record confirming construction details of hydro-electric plant (J. G. White & Co., 43 Exchange Pl., New York, engineers and contractors), in part as follows: "Dam and power-house will cost from \$2,500,000 to \$3,000,000. At Parr Shoals Broad River is divided by longitudinal island into two streams; build dam across both streams and island; pond created will extend 12 miles up river, with area 2400 acres, having drainage area 4600 square miles; dam of concrete, built in spillway sections, having length about 2000 feet; besides spillways, dam will be constructed that water will overflow and considerably lessen strain on structure; two cofferdams being erected on east side of river, and completed concrete dam will be constructed between the two; ultimate amount of concrete for dam's construction estimated at 90,000 yards, consuming about 400 barrels cement a day; power plant will be erected on east side of river; ultimate installation will include 2000-kilowatt main units, of which eight main units and both excitors will be put in immediately upon completion of plant; steel tower, double circuit, transmission line will be built to Columbia, probably operating 66,000 volts; electrical installation will be for 40 cycles." (Previously mentioned.)

Tex., Yoakum.—United Power Development Co., William Green, president, Shiner, Tex., will construct dam on Gaudalupe River about 12 miles from railroad; 1000 horse-power; erect power-house 200x35 feet; total cost \$150,000; L. P. Leahy of Yoakum, engineer in charge; Green & Welhausen recently reported incorporated with \$900,000 capital

ed as purchasing site and to erect dam. (See "Machinery Wanted.")

WATER-WORKS

Ga., Camilla.—City votes October 9 on \$10,000 bond issue to improve water-works and electric plant. Address The Mayor. (See "Electric Plants.")

Ga., Lagrange.—City votes October 28 on \$150,000 bond issue for water-works, \$40,000 for gas plant and \$40,000 for schools; J. D. Edmondson, Mayor. (Recently mentioned.)

Ga., Waycross.—City voted \$100,000 for municipal improvements, of which \$30,000 will be expended for extension and improvement of water and sewer systems, \$30,000 for street paving, \$11,000 for installation of fire alarm system and purchase of equipment, \$4000 for crematory and \$25,000 for schools; Harry D. Reed, Mayor. (Recently mentioned.)

La., Morgan City.—City will build water-works pumping station; M. D. Shannon, Mayor, receives bids until October 22; Xavier A. Kramer, consulting engineer, Magnolia, Miss.; recently mentioned. (See "Machinery Wanted.")

Miss., Lambert.—City will drill artesian well to overflow not less than 150 gallons water per minute; Board of Mayor and Aldermen receive bids October 1; S. Ingram, Town Clerk. (See "Machinery Wanted.")

Miss., Vicksburg.—City Committee will recommend to City Council calling of election to vote on purchase of local water company's plant for \$347,500. Address The Mayor.

Mo., Palmyra.—City voted \$6000 bond issue for improvements to electric-light plant and water-works; J. M. Seseay, clerk.

Mo., Higginsville.—City will drill deep well; bids received until September 24; voted \$12,000 bond issue for water and light plant improvements; Sam J. Kleinschmidt, Mayor. (See "Machinery Wanted.")

Okla., Hooker.—City awarded contract to Kennedy & Fleming (recently noted as engineers), State National Bank Bldg., Oklahoma City, Okla., for constructing water-works and electric-light plant; cost \$22,000.

S. C., Cheraw.—City awarded water-works and sewerage contracts; Tucker & Laxton, Charlotte, N. C., for pumping station, reservoirs, auxiliary pumping station and filter plant; Dixie Construction Co., Burlington, N. C., laying water and sewer pipe; Thos. B. Whitted, Charlotte, pumping machinery; Glamorgan Pipe & Foundry Co., Lynchburg, Va., water pipe; Columbian Iron Works, Chattanooga, Tenn., hydrants and valves; Des Moines (Iowa) Bridge & Iron Co., tower and tank; total cost \$92,000; engineer, Gilbert C. White, Charlotte, N. C. (Bids previously noted.)

Tex., Big Springs.—City will vote on \$50,000 bond issue for water-works. Address The Mayor.

Tex., Electra.—City will vote on \$16,000 bond issue to construct water-works and sewer system; issue to be supplemented by \$10,000 in subscriptions. Address The Mayor.

Tex., El Paso.—City will vote on \$400,000 bond issue for extension of water-works and sewer system and for grading and draining suburban streets. Address The Mayor.

Tex., New Braunfels.—City awarded contract to Midland Engineering & Construction Co. at \$52,447 to install pumping station at head of river to furnish water supply; contract calls for pump, pipe line to city reservoir, 230-horse-power engine and electric-light plant.

Tex., Port Arthur.—City, G. N. Bilss, Mayor, is asking bids, to be opened in office of C. C. Crew, consulting engineer, Port Arthur, at 3 P. M. October 15, for water improvements, including 33,920 linear feet 27 or 30-inch and 700 feet 16-inch wood pipe; 34,700 feet trenching and backfilling; concrete reservoir; two settling basins; two sand traps; valves, fittings, etc.; plans, profiles, etc., at office of consulting engineer; G. H. Eubank, chairman Utilities Commission; previously noted. (See "Machinery Wanted.")

Tex., Waco.—Highland Place Water Co. capital stock \$40,000, incorporated by A. W. Koch, James C. Mistrot, G. A. Mistrot and H. B. Mistrot.

Va., Portsmouth.—Board of Water Commissioners, 510 Middle St., receives proposals until October 15 to furnish large quantity cast-iron piping, special castings, hydrants, valves, etc.; plans and specifications on file. (See "Machinery Wanted.")

Va., Richmond.—City will lay 20-inch cast-iron water main acre and in bottom of James River; purpose, to supply South Richmond from North Richmond reservoir;

estimated cost, \$45,000; about 2800 linear feet pipe; E. E. Davis, superintendent water-works, Room 103 City Hall, receives bids until October 3. (See "Machinery Wanted.")

WOODWORKING PLANTS

Ark., Blytheville—Handles.—National Handle Co. will reconstruct plant; buildings will be of reinforced concrete.

Ark., Morton—Handles.—Morton Mercantile Handle Co., capital stock \$10,000, incorporated; E. M. Goodwin, president; William M. Isom, secretary-treasurer.

Ga., Savannah—Barrels.—International Barrel Co. is being organized by E. W. Robinson of Savannah and H. P. Feister of Philadelphia, Pa.

Ky., Louisville—Woodenware.—Burwinkel-Hendershot Co., capital stock \$4000, incorporated by William B. Burwinkel, Jerome W. Hendershot and Louise Burwinkel.

Ky., Louisville—Table Slides and Blms.—Jefferson Woodworking Co., 30th St. and Garland Ave., will erect addition to plant and install \$8000 worth of additional machinery.

Mo., Kansas City—Cabinet Shop.—Whitcomb Cabinet Co., 18th and Wyandotte Sts., will build plant at 14th and Chestnut Sts.; cost about \$50,000; two-story 100x200-foot building; construction by company.

Mo., Kansas City—Boxes.—Kansas City Packing Box Co. has begun erection of box factory previously mentioned; three stories; 200x25 feet; reinforced concrete; steel sash; concrete smokestack 150 feet high and 7 feet in diameter at top; equipped with automatic sprinkler system, two freight elevators and electric passenger elevator; loading dock to extend entire length of building and be protected by canopy; dock in rear to be covered with steel trussed roof and tiles; reported cost, \$100,000.

Mo., St. Louis—Beer Crates.—Hackman Manufacturing Co. will establish plant to manufacture beer crates. (Recently reported incorporated under "Miscellaneous Plants" with \$50,000 capital stock by Frederick Hackman and others.)

Tex., Beaumont—Handles.—Gates Handle Co. has completed building and is installing machinery to manufacture hickory handles; 100 dozen daily capacity; J. W. Maxey, manager. (Recently noted incorporated to build plant.)

Va., Norfolk—Carriages, etc.—C. E. Wright & Co. will build plant to manufacture vehicles, repair and store automobiles, etc.; concrete, brick and steel; three stories; 43,000 square feet floor space; roof and floors of cement and steel reinforced; elevator, 6000 pounds capacity; garage on lower floor; cost \$60,000 to \$60,000; machinery purchased; contract awarded to C. M. Casperson of Norfolk.

Va., Norfolk—Woodenware.—Richmond Cedar Works, Richmond, Va., contemplates rebuilding sawmill; plans not determined. (Recently reported burned.)

Tex., El Paso—Woodenware.—Western Woodenware Co. will erect two-story building at Anthony and San Antonio Sts.; cost \$11,000.

BURNED

Ala., Plateau.—J. W. Oliver's residence and store; J. A. Green's two dwellings; George Harrie's store; Ed. Craig's building; dwellings of Robert Shambarger, William Cade, William Mollette, Henry Martin, Ruford Toombs, Jane Harris, James Hudson, Henry Sanders, Henry Woodyard, John Giles, Richard Donalds and Sol. Prichard; total loss about \$15,000.

Ark., Altheimer.—W. M. Boyette's cotton gin; loss \$3500.

Ark., Fort Smith.—High School building; loss \$100,000. Address The Mayor.

Ark., Hoxie.—L. Sach's building; loss \$8000.

Ark., Hot Springs.—Gibbs Lumber Co.'s mill; loss \$5000.

Ark., Little Rock.—Little Rock Country Club's clubhouse on Pulaski Heights; loss \$25,000.

Ga., Albany.—Virginia-Carolina Chemical Co.'s fertilizer plant damaged; main office Richmond, Va.

Ga., Dahlonega.—North Georgia Agricultural College's office building; loss \$10,000.

Ky., Fordsville.—C. B. Carden's flour mill; loss about \$10,000.

Ky., Russellville.—Wiley Dockins' residence; loss \$3500.

La., Baton Rouge.—Baton Rouge Brick Yard's kiln; loss \$1500.

La., New Orleans.—Dugue & Co.'s molasses

and canning factory at Marigny and Gentilly Sts.; loss on building, \$20,000.

La., Winnfield.—Dug Demona Lumber Co.'s sawmill; loss \$5000.

Mo., Denton.—Wilmer B. Parker's cannery and box factory.

Mo., Hagerstown.—American Laundry Co.'s plant; loss \$20,000 to \$30,000.

Miss., De Kalb.—Kemper county courthouse; loss \$10,000. Address County Commissioners.

Mo., Kansas City.—Kansas City's American Association Baseball Park, owned by George Tebeau; loss \$20,000; City Ice & Storage Co.'s plant at 19th and Olive Sts., loss \$60,000.

Mo., Kingsville.—Kingsville Milling Co.'s grain elevator; loss \$15,000.

Mo., St. Louis.—John C. Kupferle Foundry Co.'s plant (recently reported damaged at loss of \$50,000) suffered but slight loss to machine shop.

N. C., Maxon.—Mrs. J. W. Robbins' three buildings; loss \$3000.

S. C., Clarendon.—J. W. McLaurin & Sons' cotton gin; loss \$7000.

Tenn., Estill Springs.—Tennessee Mill Co.'s flour mill; loss \$400,000.

Tenn., Knoxville.—L. David's building at 302 S. Gay St.; loss \$8000 to \$10,000.

Tenn., Knoxville.—Foster Bros.' trousers factory at 302 S. Gay St.; estimated loss, \$16,000.

Tenn., Wartrace.—Mrs. Ann Clark's residence at Fairfield; loss several thousand dollars.

Tex., Beckville.—J. W. Bowen's cotton gin; loss about \$4000.

Tex., Celina.—A. T. Finley's residence; loss \$6000.

Tex., Cleburne.—T. P. Turner's residence, barns and outbuildings; loss \$10,000.

Tex., Cuero.—Cuero Turkey Dressing Co.'s plant; loss \$5000.

Tex., Cumby.—J. A. Hamilton's residence; loss \$3000.

Tex., Dodd City.—Lowery & Melton's store.

Tex., Ennis.—E. D. Warren's residence on S. McKinney St.; loss \$3000.

Tex., Goliad.—W. A. Pettus' residence; loss \$15,000.

Tex., Pasco.—Pasco Gin Co.'s plant.

Tex., Jones Prairie.—E. A. Flinn's store; loss \$15,000.

Tex., Rochelle.—St. Louis & San Francisco Railroad Co.'s passenger and freight depot; M. C. Byers, chief engineer, Springfield, Mo.

Tex., Silsbee.—Kirby Lumber Co.'s commissary feed warehouse.

Va., Berkley.—Briggs & Wolfrey's dairy plant; loss about \$4000.

Va., Belle Haven.—Methodist Episcopal Church; loss about \$8000. Address The Pastor, Methodist Episcopal Church.

Va., Leesburg.—W. S. Jenkins Co.'s flour mill and four warehouses; total loss \$65,000.

Va., Newport News.—Hoster Brewing Co.'s bottling plant, loss about \$50,000; Kass Bros. wholesale grocery building, loss on structure \$6000.

Va., Winchester.—Gardner B. Hillyard's building.

W. Va., Charleston.—Carbon Coal Co.'s coal tipple; loss \$10,000.

Mo., Dalton.—First National Bank will erect bank and hotel building; four stories; steel frame.

La., Crowley.—Egan Improvement Co. will erect store and office building.

Mo., Baltimore.—National Bank of Baltimore, T. Rowland Thomas, president, Baltimore and St. Paul Sts., plans to expend \$75,000 to \$100,000 for improvements to bank building; will extend mezzanine floor entire width of building, install two small elevators, system of tubes and tefalographs, change main entrance from St. Paul St. to Baltimore St., etc.

Mo., Elkton.—Elkton Banking & Trust Co. will erect bank building; 25x60 feet; ordinary construction; steam heat; gas and electric lighting; metal roof; cost \$5000; architect not selected. (Recently noted.)

Miss., Union.—State Bank of Union has plans by Overstreet & Spencer, Seutter Bldg., Jackson, Miss., for bank building; pressed brick; terra-cotta and concrete; will receive bids until September 28; plans and specifications from architects on deposit of \$10.

Miss., Wiggins.—W. C. Bush of Elizabethtown, Ky., will erect store and office building. (See "Stores.")

Mo., Kansas City.—Webster Withers has plans by Shepard, Farrar & Wiser, Kansas City, for three additional stories to Westover Bldg., at 31st St. and Troost Ave.; marble corridors; electric elevator. (Recently noted.)

N. C., Gastonia.—Mrs. G. W. Ragan will erect one-story brick office building to be occupied by Armstrong Company; 16x36 feet.

N. C., Greensboro.—Jefferson Standard Life Insurance Co. is merger of Security Life & Annuity Co. and Greensboro Life Insurance Co.; plans erection of 10-story office building on site of Security Life & Annuity Co.'s proposed building. (Security Life & Annuity Co. recently noted as having plans prepared by Mowbray & Uffinger, 56 Liberty St., New York, for building.)

N. C., Greensboro.—Dixie Fire Insurance Co. will expend \$25,000 to erect two additional stories and roof garden to building to be occupied by Manufacturers and Merchants' Club; 41x108 feet; plans by F. A. Weston of Greensboro. (Recently noted.)

N. C., Newbern.—Mrs. Lucinda Stanly will open bids September 30 to erect office and store building. (See "Stores" and "Machinery Wanted.")

Ola., Oklahoma City.—Dr. J. B. Rolater will, it is reported, expend \$10,000 for improvements to Oklahoma Building at 9 S. Robinson St.

Ola., Salina.—Bank of Salina contemplates erecting bank building; plans not decided.

S. C., Columbia.—G. C. Hook, Lexington, S. C., has plans for addition to Hook building for stores and offices. (See "Stores.")

Tex., El Paso.—First National Bank, J. G. McNary, vice-president, is reported as to erect bank and office building; six or seven stories; cost about \$500,000. Bank wires Manufacturers' Record: "Proposition in too indefinite shape to give any details."

Tex., Houston.—Peden Iron & Steel Co. will receive bids until October 1 through C. D. Hill & Co., Houston, for erection of office building; revised plans on file at office of architects. (Recently noted.)

Tex., Houston.—Mason Building Co., M. E. Foster, president, Chronicle Bldg., will open bids October 8 to erect office and store building; 10 stories; fireproof construction; low-pressure steam heat; three high-speed passenger elevators; composition roof; plans by Mauran, Russell & Crowell, 939 Chronicle Bldg., Houston. (Recently noted.)

Tex., Paris.—Fitzpatrick & Denton will erect store and office building.

Tex., Texarkana.—Wilber Paup has plans by Stewart Moore, Texarkana, for two additional stories to Rialto Building; brick.

CHURCHES

Ala., Birmingham.—Church of the Advent will expend \$4000 to \$5000 to enlarge and improve Sunday-school room. Address The Pastor, Church of the Advent.

Ala., Greenville.—Baptist Church will erect Sunday school addition to include kitchen, ladies' parlor, B. Y. P. U. rooms. Address The Pastor, Baptist Church.

Ark., Dermott.—Methodist Church will erect edifice on Miller Ave. Address The Pastor, Methodist Church.

Fla., Miami.—Christian Church will erect edifice. Address The Pastor, Christian Church.

Fla., Tampa.—Tampa Heights Methodist Episcopal Church will expend \$25,000 to erect edifice; 60x110 feet; semi-fireproof construc-

tion; low pressure steam heat; electric lighting; slate roof; plans by A. H. Johnson of Tampa. (Recently noted.)

Ga., Macon.—First Baptist Church, Rev. E. C. Dargan, pastor, plans to erect addition to edifice for Sunday-school and lecture rooms and make other improvements.

Ga., Tallapoosa.—Central Baptist Church, Rev. J. I. Oxford, pastor, plans to erect edifice.

Ga., Valdosta.—Methodist Church accepted plans for addition to church to contain 18 Sunday-school rooms, etc.; B. S. Richardson, A. J. Strickland and others, committee.

Ky., Louisville.—Bardstown Road Presbyterian Church is having plans prepared for edifice at Bardstown Rd. and Deerwood Ave.; cost \$50,000.

Mo., Baltimore.—Chesapeake Conference, Seventh Day Adventists, will expend \$10,000 to erect edifice; 36x65 feet; brick and frame; steam heat; gas and electric lighting; slate roof; plans by Arthur L. Blatchley, 412 Whitridge Ave., Baltimore. (Contract recently reported awarded.)

Mo., Kansas City.—East Side Presbyterian Church is having plans prepared by E. P. Madore, Reserve Bank Bldg., Kansas City, for edifice; 45x70 feet; stone and stucco; furnace; electric lighting; shingle roof; cost \$7500. (Recently noted.)

Mo., St. Louis.—Evangelical Congregation of the Redeemer will erect edifice on Kingshighway. Address The Pastor, Evangelical Congregation of the Redeemer.

Mo., St. Louis.—St. Paul's Episcopal Church will erect addition to edifice at 6516 Michigan St.; cost \$4500. Address The Rector, St. Paul's Episcopal Church.

N. C., Fayetteville.—Presbyterian congregation has plans by C. E. Hartge, Raleigh, N. C., for \$12,000 edifice.

S. C., Spartanburg.—Westminster Church (colored), Rev. J. M. Johnson, pastor, purchased site on N. Dean St. 100x150 feet and will erect edifice to cost \$5000.

Tenn., Jackson.—Middle Avenue Baptist Church will erect edifice on East Chester St.; 60x70 feet; red brick walls set in with press brick at angles. Address The Pastor, Middle Avenue Baptist Church.

Tenn., Memphis.—Lenox Methodist Episcopal Church, Rev. H. O. Hoffstet, pastor, purchased site at Cooper and Union Sts. and will erect church and parsonage; cost \$50,000 to \$90,000.

Tenn., Rogersville.—Rogersville Baptist Memorial Church has plans by W. H. Giddard, Knoxville, Tenn., to remodel edifice; cost \$3000.

Tenn., Greenville.—South Greenville Baptist Church, Rev. J. H. Passons, pastor, plans to erect edifice.

Tex., San Antonio.—Alamo Methodist Church, Rev. J. T. Pinnell, pastor, has plans by Beverly W. Spillman, San Antonio, for edifice at Alamo and Wickes St.; Mission style; solid brick faced with Elgin-Butler brick; upper auditorium and balcony to seat 350; art glass windows; cost \$17,000.

Tex., Waco.—Congregation Azudath Israel, J. Rubin, president, will erect synagogue; cost \$5000.

CITY AND COUNTY

Ark., Little Rock.—Fire Alarm.—City has plans by Neff & Thompson, Little Rock, for building at Williams and Avon Sts. for fire-alarm equipment and office of city electrician; two stories; brick; fireproof; cost \$5000.

Ga., Camilla.—City Hall.—City will vote October 9 on \$27,500 bond issue to include \$10,000 to erect city hall. Address The Mayor. (See "Electric Plants.")

Ga., Valdosta.—Library.—City will erect library on Briggs property. Address The Mayor.

Ky., Danville.—Prison.—Boyle county will vote in November on \$10,000 bond issue to remove workhouse and erect prison. Address The Mayor.

N. C., Greensboro.—Market.—City is having plans prepared by Hook & Rogers, Charlotte, N. C., for market building at Davie and Sycamore Sts.; brick walls; interior finished with white enamel brick; 155x55 feet; one story; meat and fish markets separated by plate-glass partition; stalls equipped with marble-top counters, refrigerators, small office with warming apparatus for heating plant; concrete floors; trolley leading to stalls, etc.; space for wagons adjoining meat and fish sections paved with concrete; front with arch effect filled with windows; sky-lights over each stall; cost \$20,000. (Recently noted.)

Tenn., Chattanooga.—Greenhouse.—City will erect greenhouse at Warner Park; plans by

ASSOCIATION AND FRATERNAL

Mo., Atlanta.—Young Men's Christian Association selected A. Ten Eyck Brown, Atlanta, as associate architect to Shattuck & Hussey, Chicago, Ill., for building; Mr. Brown will supervise construction of building, select bids, let contracts, etc.; building will probably be 10 stories; twin structures; cost about \$200,000. (Recently noted.)

Mo., Richmond.—William B. West and H. Selden Taylor will erect two-story brick tenement-house at 8th and St. Vrain Sts.; 20 rooms; cost \$4000.

Mo., Richmond.—S. G. Meredith will erect three-story brick apartment-house on Monument Ave.; cost \$35,000.

Mo., St. Louis.—Albert Koermann will erect two-story tenement-house at 5014-14A Louisiana St.; cost \$300.

Mo., St. Louis.—William Degenhardt will erect two-story tenement-house at 391 Dover St., to cost \$300, and two-story dwelling at 322 Giles St., to cost \$200.

Mo., St. Louis.—Mrs. Hattie Griffin will erect apartment-house on Natural Bridge Rd.

Mo., St. Louis.—M. Rinehart will erect two-story tenement-house at 3839-39A De Tonty St.; cost \$500.

Mo., St. Louis.—Henry Vorholt will erect two-story tenement-house at 2920-20A Virginia Ave.; cost \$2500.

Mo., St. Louis.—Charles W. Nau will erect two-story tenement-house at 5370 Florissant St.; cost \$5000.

Mo., St. Louis.—T. H. Elcher will erect two-story tenement-house at 5995 Garfield St.; cost \$5000.

Mo., St. Louis.—Charles Boehm will erect two-story tenement-house at 5551-56 N. Market St.; cost \$5000.

Mo., St. Louis.—William Hilderhammer will erect two-story tenement-house at 4208-12 20th St.; cost \$8000.

Mo., St. Louis.—Lydia B. Ebbeler will erect two-story tenement-house at 3966-68-70 N. 11th St.; cost \$7500.

Mo., St. Louis.—George W. Diehl will erect two-story tenement-house at 3447-47A Dunnica St.; cost \$3000.

S. C., Charleston.—John F. Lillenthal will erect apartment-house at Rutledge Ave. and Tradd St.; about 30x63 feet; frame construc-

BANK AND OFFICE

Fla., Jacksonville.—Forsyth Vaudeville & Amusement Co. incorporated with John W. Dodge president; will erect theater and office building.

and construction under supervision of M. C. Wright of Lord & Wright, Philadelphia, Pa.

Tex., Calvert—City Hall.—City selected site to erect city hall. Address The Mayor.

Tex., Dallas—City Hall.—City has plans by C. D. Hill & Co., Dallas, for city hall; four stories; full English basement and sub-basement; 90x176 feet; foundation and steel frame to support two additional stories; Roman corinthian style; main base probably Texas gray granite; above granite base extending to main entablature at fourth floor faced with Carthage or Belford stone, including columns, architrave and other ornaments; entablature around entire building of semiglazed terra-cotta; rear wall faced with impervious gray brick; sloping sides of mansard roof of either green glazed flat tile or slate; flat part of roof, including cresting, hips and ridges, of copper; exterior steps to first story either Carthage stone or Texas gray granite; fireproof construction; heating plant, refrigerating plant, hot-water service, vacuum cleaner, pumps, fuel room, rifle range, storage rooms, etc., in sub-basement; emergency hospital, police department, etc., in main basement; two comfort stations under sidewalk on Main St., divided by heavy walls; main lobby 32 feet wide and depth of building; marble stairways; corridors with marble floors and wainscoting; panels in ceilings over corridors and lobby carved and decorated with mosaic or other tile; auditorium on third floor to seat 1100; system of elevators; cost \$125,000 to \$175,000; Mauran, Russell & Crowell, consulting architects, St. Louis, Mo. (Previously noted.)

Tex., Port Arthur—City Hall.—City will receive bids until October 10 to erect city hall; certified check for \$1000; plans and specifications at office of Meador & Bailey, architects, Realty Bldg., Port Arthur, or may be had on deposit of \$20; L. D. Heckman, City Clerk. (Recently noted.)

COURTHOUSES

Fla., Kissimmee.—Osceola County Commissioners contemplate erecting courthouse.

S. C., St. Matthews.—Calhoun county will vote November 5 on \$20,000 bond issue to erect courthouse. Address County Commissioners. (Previously noted.)

DWELLINGS

Ala., Bay Minette.—Bay Minette Land Co. will erect four five-room and six four-room dwellings; ordinary construction; shingle roof; cost \$4500; no bids asked. (Recently noted.)

Ala., Birmingham.—Mrs. Pearl Maloney will erect two-story frame building on Avenue I, between 12th and 13th Sts.; cost \$3000; day labor.

Ala., Birmingham.—Howard College plans to erect residence for president; W. F. Hilliard and others, committee. (See "Schools.")

Ala., Ensley.—Ensley Land Co. will erect number of cottages on J. H. Eubank farm property.

Ala., Plateau.—J. W. Glover will rebuild dwelling reported burned.

Ala., Plateau.—James A. Green will rebuild two dwellings reported burned.

D. C., Washington.—L. E. Breuninger, 3208 19th St., will erect six two-story brick dwellings at 3140-3150 19th St. N. W.; 21x45 feet; hot-water heat; slate roof; cost \$4250 each; construction by owner; all sub-bids let.

D. C., Washington.—Washington Land & Mortgage Co., William E. Fowler, president, 816 14th St. N. W., will erect several dwellings to cost not less than \$3000 each. (See "Land Developments.")

Fla., Clearwater.—Marshall & Brandon will erect two eight-room dwellings on Turner St.; one and a half stories.

Fla., Lakeland.—W. F. Snead will erect dwelling.

Fla., St. Petersburg.—P. L. Conklin will erect six-room cottage on Sixth Ave. between 1st and 2d Sts.

Fla., St. Petersburg.—Cramer B. Potter will erect five cottages on 9th St. near Fifth Ave.; each five rooms and bath.

Fla., Tampa.—D. C. Walker will erect number of dwellings on Lime Ave., North Hyde Park.

Ga., Atlanta.—George B. Morris will erect two-story frame dwelling at 413 Williams St.; cost \$3000.

Ga., Atlanta.—Dr. Arch Avery will erect two-story frame dwelling on Springdale Drive; cost \$6500; day labor.

Ga., Atlanta.—J. B. Daniel & Son will erect two-story frame dwelling at 578 Ponce de Leon Ave.; cost \$6600; day labor.

Ga., Atlanta.—John A. Smith, 409 Gould

Bldg., is having plans prepared by L. R. Willburn, Peters Bldg., Atlanta, for dwelling; 10 rooms; two stories; ordinary construction; probably vapor heat; gas and electric lighting; slate roof; cost \$10,000. (Recently noted.)

Ky., Louisville.—Fourth Avenue Real Estate Co. will erect three-story brick rooming-house at 962 S. 4th St.; cost \$20,000.

Ky., Louisville.—G. W. Denhard will erect frame dwelling at 1329 Catalpa St.; cost \$3500.

La., New Orleans.—F. Maestri will erect 12 double cottages; cost \$7800.

La., New Orleans.—Josiah Pearce will erect residence at St. Charles and Henry Clay Aves.

La., New Orleans.—Gentilly Company will erect California type bungalow on Music St. for Miss Stella Crane.

La., New Orleans.—Gentilly Company will erect residence for Mrs. E. M. Miller on Gentilly Ter.; colonial style of pre-Revolutionary type; two stories; long pergola colonades across front; pressed brick, stone and concrete; green glazed tile roof; interior walls tabasco mahogany and white enamel; waxed oak floors; four bathrooms with mosaic tile floors and walls; 14 rooms; screened sleeping porches and balconies; private telephone and electric system; living room 25x30 feet; quarry tile walks around house; cost \$20,000.

Md., Baltimore.—John P. Brandau, 700 E. North Ave., purchased site at Guilford Ave. and 26th St., 406 feet 1/2 inches by 150 feet, and will erect 25 to 30 two-story dwellings.

Md., Baltimore.—C. M. Reeder, Professional Bldg., is having plans prepared for residence at Chapgate La. and Edmondson Ave.; brick; colonial style.

Md., Baltimore.—L. H. Sayman, 729 Linwood Ave., has plans by Oliver B. Wight, 705 Munsey Bldg., Baltimore, for residence at Glen and Arbutus Aves., Glenmore Park; two and a half stories concrete construction; 40x55 feet; Spanish mission style; vacuum cleaning plant; two-story garage in rear to contain servants' quarters; cost \$15,000.

Md., Baltimore.—Provident Realty Corporation, Garrison and Piedmont Aves., is having plans prepared by Henry J. Tinley, 312 N. Charles St., Baltimore, for two one-and-a-half-story bungalows on east side of Elsinor Ave., between Duval and Carllie Aves.; shingle finish; slate roofs; cost \$4500 each.

Md., Baltimore.—B. F. Darbie, 3423 Piedmont Ave., will erect two-and-a-half-story dwelling on Powhatan Ave. near Denison St.; slate roof; hot-water heat; 27x29 feet; cost \$3000.

Md., Cumberland.—King Realty Co. incorporated; Robert E. King, president; Henry M. Clark, vice-president; Wm. M. Somerville, secretary and treasurer; will erect number of California bungalows.

Md., Roland Park.—Edward L. Palmer, 408 Roland Ave., will erect residence; two and a half stories; brick and stucco; slate roof; contractors estimating are Roland Park Co., 408 Roland Ave., Roland Park; Gladfelter & Chambers, Parkdale and Maryland Aves.; W. E. Harn Company, 213 N. Calvert St.; John Cowan, Inc., 106 W. Madison St., and G. Walter Tovell, Eutaw and Dolphin Sts., all of Baltimore, Md. (Recently noted.)

Md., Roland Park.—Dr. M. Gibson Porter, 415 Woodlawn Rd., has plans by E. L. Palmer, 408 Roland Ave., Roland Park, for residence on West Drive, Roland Ave.; 61x42 feet; three stories; stucco; contractors invited to estimate are Roland Park Co., 408 Roland Ave., Roland Park; John Cowan, Inc., 106 W. Madison St.; Gladfelter & Chambers, Parkdale and Maryland Aves.; Willard E. Harn Company, 213 N. Calvert St.; A. F. West, 15 E. Fayette St., and G. Walter Tovell, Eutaw and Dolphin Sts., all of Baltimore, Md.

Md., Roland Park.—Robert Cole, 107 Ridgewood Rd., has plans by E. L. Palmer, 408 Roland Ave., Roland Park, for residence on Edgewood Rd.; two and a half stories; stucco; 43x41 feet; slate roof; contractors invited to estimate are Roland Park Co., 408 Roland Ave., Roland Park; John Cowan, Inc., 106 W. Madison St.; Gladfelter & Chambers, Parkdale and Maryland Aves.; Willard E. Harn Company, 213 N. Calvert St.; A. F. West, 15 E. Fayette St., and G. Walter Tovell, Eutaw and Dolphin Sts., all of Baltimore, Md.

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Mo., Kansas City.—Mrs. Mabel Bonebrake will erect one stucco and five frame dwellings in 2800 block Montgall St.; cost \$16,000.

Mo., Kansas City.—Charles J. T. Minor will erect stucco dwelling at 3129 Broadway; cost \$7000.

Mo., Kansas City.—Charles A. Peterson

will erect brick-veneer dwelling at 4011 Mercer St.; cost \$4500.

Mo., Kansas City.—T. H. Brougham will erect two stone-veneer dwellings at 3224 E. 32d St.; total cost \$3000.

Mo., Kansas City.—W. I. Rush will erect stucco dwelling at 3141 Karnes St.; cost \$5000.

Mo., Kansas City.—J. W. Northcott will erect four frame dwellings in 3900 block Flora St.; total cost \$6400.

Mo., Kansas City.—A. F. Robertson will erect two frame stucco dwellings at 3427-29 Agnes St.; total cost \$5000.

Mo., St. Louis.—H. W. Hamilton will erect three two-story dwellings at 4483 Ashland St.; cost \$9000.

Mo., St. Louis.—Joseph Lawton will erect two-story dwelling at 4116 Gano St.; cost \$3500.

Mo., St. Louis.—Hoepffner Investment Co. and Greulich Realty Co. will expend \$100,000 to erect number of dwellings on 25th, Angelica, 22d Sts. and Glasgow Ave.

Mo., St. Louis.—William Degenhardt will erect residence at 3522 Giles St. (See "Apartment-houses.")

Mo., St. Louis.—Mildred Carritt will erect two-story dwelling at 5924 Berlin St.; cost \$5000.

Mo., St. Louis.—Henry Dilschneider will erect two two-story dwellings at 3665-71 Lafayette Ave.; cost \$8000.

N. C., Raleigh.—O. R. Browne has plans by C. E. Hertge, Raleigh, for \$6000 residence.

N. C., Salisbury.—W. T. Rainey will erect residence on Church St.; 32x32 feet; felt tile roof; plans and construction by owner.

Okla., Oklahoma City.—E. C. Cole will erect residence at 1429 W. 34th St.; frame; cost \$3000.

Okla., Oklahoma City.—F. J. Kern will erect frame dwelling at 1628 W. 27th St.; cost \$3000.

Okla., Oklahoma City.—George W. Dupree will erect two-story frame dwelling at 505 W. 16th St.; cost \$3500.

Tenn., Memphis.—Gilbert Real Estate & Investment Co. will erect residence at 1771 Vernon Ave.; cost \$3700.

Tenn., Memphis.—R. Langeben will erect residence at 1349 Tutwiler Ave.; cost \$450.

Tenn., Memphis.—Lenox Methodist Episcopal Church, Rev. H. O. Hoffstead, pastor, will erect church and parsonage. (See "Churches.")

Tenn., Memphis.—G. W. Thoele will erect residence at 340 Garland Pl.; cost \$4200.

Tenn., Nashville.—Joe Saad will erect residence at 322 Johnston Ave.; brick; metal roof; cost \$3000.

Tenn., Nashville.—George Schwab will erect residence on Hardin Rd.; cost \$25,000.

Tex., Beaumont.—J. C. Wilson will erect residence on Broadway; cost \$3000.

Tex., El Paso.—F. B. Stewart of the Atlas Brick Co. will erect two-story brick dwelling on Golden Hill; cost \$5000.

Tex., El Paso.—Jolly & Ware will erect two dwellings at Mundy Heights and Government Hill; cost \$5000 and \$3000, respectively; plans by O. H. Thorman & Co., El Paso.

Tex., El Paso.—J. E. Neff will erect bungalow on Dallas St.; cost \$3000.

Tex., El Paso.—C. C. Covington is having plans prepared by O. H. Thorman & Co., El Paso, for brick bungalow on Government Hill Addition; cost \$3000.

Tex., El Paso.—Cassidy & Davidson will erect five brick bungalows on Rio Grande St.; Bassett Addition; cost \$12,000.

Tex., El Paso.—J. H. McBrown will erect two-story brick residence on Lawton Ave.; cost \$4500.

Tex., El Paso.—Perry-Kirkpatrick Realty Co. is planning to erect six bungalows in Grand View Addition; Greendale rug brick; five rooms.

Tex., El Paso.—Dr. R. L. Ramsey will erect residence on Mesa Ave.; two stories; cost \$3000.

Tex., San Antonio.—Dr. A. A. Brown will erect eight-room dwelling on Park Ave.; cost \$3600.

Tex., San Antonio.—W. J. Mason will erect two double brick residences on Lanvale St.; cost \$4500; construction by owner.

Tex., Norfolk.—Vega & Richardson, Dear & Totty and Jesse Johnson, all of Norfolk, have been asked to bid on erection of frame residence on Pembroke Ave.; plans by Ferguson, Calrow & Taylor, Norfolk.

Va., Norfolk.—Benjamin Spigel opened bids to erect residence on Westover Ave.; Dear & Totty, Norfolk, are lowest bidders at \$7352; plans by Ferguson, Calrow & Taylor, Norfolk.

Va., Roanoke.—Brotherhood Mercantile Co., Inc., will erect three-story dwelling on Campbell Ave. near Jefferson St.

Va., Roanoke.—P. V. Littlejohn will erect two-story frame dwelling on Eighth Ave., S. E., between Nelson and Jefferson Sts.; cost \$3000.

GOVERNMENT AND STATE

Md., Salisbury—Armory.—State Armory Commission selected site for proposed armory; 100x160 feet; ordinary construction; heating not determined; electric lighting; probably glass roof; cost \$30,000; D. R. Douglas, Captain Company I, First Regiment, Maryland National Guard, may be addressed. (See "Machinery Wanted.")

Miss., Vicksburg—Postoffice.—Treasury Department, Office of Supervising Architect, Oscar Wenderoth, Washington, D. C. Proposals received until October 30 for extension, remodeling, etc. (including plumbing, gaspiping, heating apparatus, electric conduits and wiring, interior lighting fixtures and approaches), of United States postoffice and courthouse; construction of three-story basement and unfinished attic extension; about 800 square feet ground area; first floor fireproof; exterior facing of stone and brick, with slate and tin roof; repairs and alterations in present building; drawings and specifications obtainable from custodian of building at Vicksburg or at this office, at discretion of supervising architect.

HOTELS

Ala., Troy.—J. F. Morgan will erect proposed four-story hotel on Academy St. adjoining Union Station; electric system of call bells; private and public baths; 50 rooms on three upper floors.

Ark., Dermott.—R. R. Moore, Dermott, and E. P. Toney of Lake Village, Ark., are promoting erection of hotel; 150x140 feet; two stories; 45 rooms; cost \$40,000.

Ga., Dalton.—First National Bank will erect bank and hotel building. (See "Bank and Office.")

Mo., Kansas City.—W. P. Snyder will erect hotel at 917-19 Oak St.; seven stories; reinforced concrete; brick and terra-cotta front; 126 rooms; baths for each guestroom; cost \$100,000; completion by August, 1913.

MISCELLANEOUS

Ark., Little Rock—Clubhouse.—Country Club will rebuild clubhouse recently burned; J. E. England, Jr., H. H. Foster and Sam Reyburn, building committee.

Ga., Atlanta—Hospital.—Chester King is having plans prepared by Marriott, Allen & Hall, 420 Hayden Bldg., Columbus, O., for hospital; two stories; cost \$40,000.

Ga., Atlanta—Home.—Home for Old Women will erect building at 61 West End; cost \$7000.

Ga., Thunderbolt—Clubhouse.—Savannah Yacht Club, Savannah, Ga., will erect clubhouse.

Md., Baltimore—Hospital.—Johns Hopkins Hospital will erect building adjoining administration building for private patients as memorial to Charles L. Marburg; four stories; 54 rooms and 20 private baths; reception room, elevator, examining-room, laboratory for routine examinations, etc.; signal system for calling physicians and nurses; diet kitchen on each floor, with equipment for steam table, refrigerator, sink and sterilizer for dishes; dining hall for officers and medical staff, etc.

Miss., Houston—Hospital.—Dr. Charles D. Davis receives bids until September 27 to erect business and hospital building. (See "Stores.")

Mo., Kansas City—Clubhouse.—Kansas City Athletic Club, Chas. L. Schmack, president, will erect clubhouse at 3216 Robert Gillham Rd.; verandas on three sides; swimming pool, dining-room, lockers, bath, tennis courts, etc.

Mo., Macon—Clubhouse.—Missouri Press Association will erect clubhouse. Phillip Gansz of Macon Republican is interested.

Mo., St. Louis—Milk Depot.—St. Louis Dairy Co. will expend \$12,000 to alter milk depot at 1324 N. Kingshighway.

N. C., Burlington—Veterinary Hospital.—Drs. Spoon and Hornaday will expend \$5000 to erect veterinary hospital; 42x70 feet; two stories and basement; iron roof; bids opened September 27; install operating table

and other veterinary equipment. (Previously noted.)

Okl., Oklahoma City—Fair.—Kentucky Club of Oklahoma City plans to erect permanent building on State Fair grounds.

Tex., Galveston—Clubhouse.—Galveston Garter Verein, F. W. Erhard, president, will erect clubhouse; three stories; concrete.

Tex., Marlin—Hospital.—Drs. Edw. Raszchar of Chicago, Ill.; W. R. Newton of Buckholz, Tex., and B. O. White of Marlin will remodel Arlington Hotel for hospital.

Tex., San Antonio—Fair.—Harvest Jubilee Association, Henry L. Halff, president, will erect woman's building at Fair Grounds; fire-proof construction.

Tex., San Antonio—Sanatorium.—Lakeside Sanatorium Co. incorporated with \$20,000 capital stock by Thos. M. Dorbandt, A. J. Bell and others; reported to erect sanatorium.

Tex., Temple—Sanitarium.—Drs. Scott & White of Temple Sanitarium are having plans prepared for improvements and additions to cost about \$40,000.

Va., Richmond—Grandstand, etc.—Broad Street Park Corporation leased portion of Fair Grounds, 450 feet square; will erect steel, concrete and wood grandstand, construct diamond, etc.

RAILWAY STATIONS, SHEDS, ETC.

Ala., Uniontown.—Southern Railway Co., H. W. Miller, assistant to president, 621 Equitable Bldg., Atlanta, Ga., will erect union passenger and freight station; tile roof; waiting-rooms for white and colored passengers; lounging room for ladies, etc.; cost \$13,000.

Ark., Blytheville.—Jonesboro, Lake City & Eastern Railroad, W. H. Smith, vice-president and general manager, Jonesboro, Ark., will erect depot; cost \$20,000.

Ark., Mt. Ida.—Mt. Ida, Ouachita Valley & Hot Springs Railroad, Dr. G. Cox, president, will erect \$5000 depot.

Ga., Carl.—Seaboard Air Line Railway, W. L. Seddon, chief engineer, Portsmouth, Va., will construct side-track and non-agency station.

Ga., Gainesville.—Gainesville Midland Railroad, W. F. Beaupre, general manager, and Georgia Northwestern Railroad Co. (Dr. Craig R. Arnold, Dahlonega, Ga., and others) will erect union depot; two stories; 100-foot frontage; two-story portion of structure to extend back 32 feet; first floor for waiting-room, ticket office and baggage-room; freight department in L, one story, 36x150 feet; platform with umbrella roof. (Gainesville Midland Railroad previously noted to erect depot.)

Ga., Jeffersonville.—Macon, Dublin & Savannah Railroad, J. T. Wright, vice-president and general manager, Macon, Ga., will erect combination passenger and freight station.

Ga., Macon.—Macon, Dublin & Savannah Railroad, J. T. Wright, general manager, rejected all bids to erect brick and frame freight depot and will receive new bids for solid concrete structure; 100x300 feet. (Recently mentioned.)

Ga., Statute (note a postoffice).—Seaboard Air Line Railway, W. L. Seddon, chief engineer, Portsmouth, Va., will erect frame passenger station.

Ga., Winder.—Seaboard Air Line Railway, W. L. Seddon, chief engineer, Portsmouth, Va., will erect brick depot.

Ky., Mayfield.—Illinois Central Railroad Co., A. S. Baldwin, chief engineer, Chicago, Ill., will spend \$9000 to erect depot; 28 feet by 105 feet 7/8 inches; ordinary construction; hot-water heat; electric lighting; slate roof. (Recently noted.)

N. C., Concord.—North Carolina Public Service Co. will erect car barn.

Tex., Ferris.—Houston & Texas Central Railroad, W. G. Van Vleck, vice-president and general manager, Houston, Tex., will erect station; probably frame.

Va., Pinners.—E. B. Pleasant, chief engineer Atlantic Coast Line Railroad Co., Wilmington, N. C., wires Manufacturers Record: "Company proposes to build, at Pinners Point terminals, freight warehouse 80x80 feet and passenger transfer shed and pier 500 feet long; building of wood on sub-structure of creosoted piles; approximate cost \$100,000."

Tex., Pleasanton.—San Antonio, Uvalde & Gulf Railroad, E. R. Breaker, chief engineer, San Antonio, Tex., will erect depot; mission style.

Tex., San Benito.—San Benito & Rio Grande Valley Railroad, E. E. McLellan, chief engineer, will, it is reported, erect \$25,000 concrete passenger station to be used jointly by

that company and St. Louis, Brownsville & Mexico Railway; will park surrounding grounds, pave approaching streets, etc.

SCHOOLS

Ala., Birmingham.—Howard College plans to erect \$10,000 residence for president, J. M. Shearburn; W. R. Hilliard, J. W. Beasley and J. M. Rogers, committee.

Ala., Castleberry.—Conecuh County High School Commission, Evergreen, Ala., selected Castleberry as location for county high school.

Ala., Montgomery.—Woman's College of Alabama proposes erecting dormitory to cost \$60,000.

Ark., Fort Smith.—Board of Education will rebuild high school reported burned at loss of about \$100,000; will confer with architect, William B. Ittner, St. Louis, Mo.

D. C., Washington.—District Commissioners, Dr. Wm. M. Davidson, superintendent of Schools, is having plans prepared by William B. Ittner, St. Louis, Mo., for Central High School at 11th St. and Florida Ave. N. W.; cost \$750,000; also for colored high school on M St., to cost \$400,000. (Previously noted.)

Fla., South Jacksonville.—Board of Public Instruction, James Q. Palmer, secretary, 415 Masonic Temple, will erect one-story brick heating plant and toilet building.

Ga., Atlanta.—Georgia School of Technology has plans by Charles W. Leavitt, Jr., New York, to rebuild athletic field to include two complete football fields, two baseball fields, tennis courts, cinder track, space for gymnasium to be erected later, etc.; main field surrounded by grandstand, bleachers, auto parking space, etc.; is having plans for gymnasium, grandstand and bleachers by Francis P. Smith of architectural department of college; will replace present grandstand and bleachers by temporary bleachers, to be replaced by permanent concrete structure later; reinforced concrete grandstand to seat 5000, with provision for doubling same later; complete field to have seating capacity of 15,000.

Ga., Camilla.—City will vote October 9 on \$27,500 bond issue, to include \$5000 for school. Address The Mayor. (See "Electric Plants.")

Ga., La Grange.—City will vote October 28 on \$230,000 bond issue, to include \$40,000 for additional schools; J. D. Edmondson, Mayor. (See "Water-works.")

Ga., Waycross.—City voted \$25,000 bond issue to erect and equip school; Harry D. Reed, Mayor. (Recently noted.)

Ky., Horse Cave.—City voted \$12,000 bond issue to erect school. Address The Mayor.

La., De Ridder.—Bids received by John McNeese, parish superintendent of education, Lake Charles, La., until September 26 to erect two-story-and-basement brick school; certified check for \$1000; plans and specifications at office of Stevens & Nelson, architects, 1100 Hennenn Bldg., New Orleans, La.; Greek style; 15x148.8 feet; pressed brick; steam heat; electric lights; composition roof; cost about \$50,000. (Recently noted.)

La., Ruston.—Lincoln parish voted \$15,000 bond issue for school building at Duboch; George O. Thatcher, president school directors.

Miss., Salem, R. F. D. from Hudsonville.—Salem consolidated school district voted bond issue to erect school. Address Board of Supervisors of Salem District.

Mo., Kansas City.—Central College of Osteopathy will erect brick building at 729 Troost St.; cost \$18,000.

N. C., Arcola.—School committee of Fishing Creek Township, R. B. Davis, secretary, Grove Hill, N. C., will receive bids until September 30 to erect school; contractor to furnish materials; 26x50 feet; 12 feet pitch; porch 16 feet in front; present building 16x24 feet to be set in rear of new structure and connected thereto and used partly as cloakroom; plans and specifications from Mr. Davis as above and Superintendent of Schools at Warrenton, N. C.

Okl., Muskogee.—W. H. Davis, clerk of Board of Education, will receive bids until September 30 as follows: (1) for erection of addition and alterations to Central High School according to plans by Wilder & Wight, Kansas City, Mo.; (2) installation of plumbing system; (3) complete installation of heating and ventilating system; (4) complete installation of electric wiring system; plans and specifications from W. H. Davis, Muskogee, on deposit of certified check for \$100, payable to treasurer of Board of Education; certified checks with bids as follows: General contract, \$5000; plumbing, \$500; heating, \$500; electric wiring, \$250.

S. C., Columbia.—School District No. 15

will vote October 1 on special tax for school improvements; D. S. Yates, Andrew Patter-son and Oscar Gilmore, trustees.

Tenn., Henry.—City will erect \$5000 school. Address The Mayor.

Tenn., Nashville.—Ward Seminary will have plans prepared by Host & Gardner, Nashville, and John Keay Peebles, Norfolk, Va., for college buildings; first structures will include four home or dormitory buildings, each 125 feet long; conservatory of music building, academic building, gymnasium, department of home economics, infirmary, heating plant and laundry building; colonial style; two stories; tall pillars; brick; connected with colonnades permitting students to circle entire plant without leaving cover; cost of first operation \$250,000; total cost \$500,000. (Recently noted.)

Tenn., Floresville.—School Board will receive bids until October 1 to erect two-story and basement brick school; certified check for \$200; plans and specifications at office of K. Lux, chairman of building committee, Floresville, and Henry T. Phelps, architect, 707-19 Gunter Bldg., San Antonio, Tex., or may be had on deposit of \$25.

Tenn., Meso.—Grimes County School Superintendent, Anderson, Tex., will receive bids until September 30 to erect school near Meso. (See "Tex., Plantersville.")

Tenn., Plantersville.—Grimes County School Superintendent, Anderson, Tex., will receive bids until September 30 to erect school near Plantersville and one near Meso; plans and specifications at above office; further information on application to W. S. Barron.

Tenn., Houston.—School Board rejected all bids to erect Longfellow School and will advertise for new bids; plans by Ollie J. Lohren, Houston. (Recently noted.)

Tenn., Texarkana.—City will vote October 21 on \$50,000 bond issue for school improvements; A. C. Stuart, president of School Board.

Tenn., Yoakum.—City will erect school in east end of city. Address The Mayor.

Va., Beach.—Chesterfield county, F. A. Swineford, H. A. Wells and Rubin Winfree, trustees, Chesterfield, Va., will erect four-room school building.

W. Va., Benwood.—Union District Board of Education will rebuild burned high school; buff brick; cost \$80,000; will receive bids until October 3 to install heating system. (Previously noted.)

STORES

Ala., Birmingham.—David Roberts will, it is reported, erect building on Fourth Ave., between 19th and 20th Sts.; three or four stories.

Ala., Birmingham.—Mrs. Lulu W. Whetson will erect four-story brick building at 235 N. Second Ave.; cost \$20,000.

Ala., Birmingham.—Steiner Bros. will erect business building; 35x75 feet; ordinary construction; cost \$8000.

Ala., Plateau.—J. W. Glover will rebuild store and dwelling reported burned.

D. C., Washington.—I. A. Rover, Equity Bldg., will erect one-story brick building at 62 H St. N. E.; cost \$5000.

Fla., Jacksonville.—Rhodes-Futch-Collins Furniture Co. will, it is reported, erect store building; 10 sample floors and basement; reinforced concrete foundation and framework covered with cream impervious brick and marble; oxidized copper window panels; fire-proof; two electric elevators; electric fans; entire ends of structure except solid concrete pillars will be heavy plate glass; 50x100 feet; estimated cost \$100,000. (Recently noted.)

Fla., Fort Lauderdale.—Lee J. Spear will erect concrete store building.

Ga., Atlanta.—E. C. Jones and others will expend \$3000 to wreck and rebuild wall at Whitehall and Alabama Sts.; day labor.

Ga., Atlanta.—C. E. Frazier, Atlanta, prepared plans to remodel Jones Building at Whitehall and Alabama Sts.

Ga., Atlanta.—W. A. S. Hamilton will erect building at 39 Vedado Way; day labor; cost \$3500.

Ga., Macon.—R. S. Walker, Jr., will, it is reported, expend \$5000 to remodel building at 559 Cherry St.; will install marble front, etc.

Ga., Waycross.—E. D. Carswell will erect business building on Pendleton St.

Ky., Louisville.—A. V. Thomson will erect brick store at 329 E. Broadway; cost \$7000.

Ia., Crowley.—C. K. Mamtas will erect store and office building.

Ia., Crowley.—Egan Improvement Co. will erect store and office building.

Miss., Gunnison.—H. F. Marshall contem-

plates rebuilding store; 42x80 feet; ordinary construction; one story; gravel roof; cost \$3000. (Recently reported burned.)

Miss., Houston.—Dr. Charles D. Davis receives bids until September 27 to erect two-story brick business and hospital building; 27x100 feet; certified check for \$200, payable to Dr. Davis; plans and specifications at office of M. M. Alsop, architect, Houston.

Miss., Wiggins.—W. C. Bush of Elizabeth-ton, Ky., will erect two-story brick building on Front St. for stores and offices.

Mo., Kansas City.—Dr. E. R. Curry will erect brick store at 1406 McGee St.; cost \$7500.

N. C., Newbern.—Mrs. Laelinda Stanly will open bids through architect, G. C. Eubanks, Newbern, September 30, to erect store and office building recently noted; three stories; 30x80 feet; mill construction; hot-air heat; slate roofing; cost \$10,000. (See "Machinery Wanted.")

S. C., Columbia.—G. C. Hook, Lexington, S. C., has plans by Wilson & Sompayne, Columbia, for addition to Hook building at Main and Washington Sts.; two stories; brick; three stores on lower floor; offices above; stores each 21 feet wide with depth of 65, 75 and 104 feet; 10-foot arched doorway between old building and new.

Tenn., Lafollette.—D. Lontini has plans by W. H. Gildard, Knoxville, Tenn., for business building; two stories.

Tenn., Memphis.—Mrs. John K. Speed is reported as considering erection of two-story brick business building on Madison Ave.; cost \$40,000 to \$50,000.

Tenn., Bay City.—I. Ditch will erect business building; two stories; 140x75 feet; brick; reported cost \$25,000.

Tenn., El Paso.—Central Investment Co. will erect block of store buildings on Myrtle Ave.

Tenn., Houston.—Mason Building Co., M. E. Foster, president, Chronicle Bldg., will open bids October 8 to erect store and office building recently noted. (See "Bank and Office Buildings.")

Tenn., Paris.—Fitzpatrick & Denton will erect building; two stories; first story of steel structural work and solid plate-glass front; second story brick and for offices.

Tenn., San Antonio.—L. J. Hart will erect building at 232-34-36 E. Houston St.; two stories; brick; cost \$30,000.

Tenn., Temple.—Brady & Black will erect two-story-and-basement brick store; cost \$20,000.

Tenn., Waco.—Behrens Drug Co. will erect building at Mary and 4th Sts.; 100x150 feet; six stories; cost \$75,000; plans by Milton W. Scott, Waco.

Va., Chase City.—W. D. Norvell will rebuild store; 44x85 feet; plans not made. (Recently reported burned.)

Va., Portsmouth.—Samuel Lasting has plans by C. A. Roane of Stroud & Roane for business building on High St.; three stories; buff brick; stone and marble trimmings; 45x100 feet; elevator; cost \$10,500.

Va., Roanoke.—Frank E. Brown will erect business building.

THEATERS

Fla., Jacksonville.—Forsyth Vaudeville & Amusement Co. incorporated with \$200,000 capital stock; John W. Dodge, president; N. W. Remond, vice-president and general manager; John W. Dupuy, secretary-treasurer; will erect Forsyth Theater at Ocean and Forsyth Sts.; 95x125 feet; reinforced concrete; minimum seating capacity 1800; six stories; three lower floors for theater; construction to begin about February 1; cost about \$100,000.

Ga., Atlanta.—Oscar Hammerstein, New York, is reported as considering erection of opera-house; granite and stone; seating capacity 2165; cost \$700,000.

WAREHOUSES

Fla., Tampa.—Crenshaw Bros. & Snell will erect building on Polk St.; brick; one story.

Mo., Kansas City.—North Kansas City Development Co. will let contract within two or three weeks to erect mail order warehouse; 220x101 feet; fireproof construction; heating and lighting, etc., not determined; cost \$250,000; plans by George C. Nimmons, 2007 People's Gas Bldg., Chicago, Ill.; architect may be addressed. (Union Bridge & Depot Co. recently noted to erect building for Sears, Roebuck & Co.)

S. C., Beaufort.—Beaufort Warehouse Co. incorporated by C. C. Townsend, H. S. Townsend and A. E. Davies.

Tex., Galveston.—W. L. Moody & Co. will erect warehouse and compress; bids opened

October 10; J. R. Fordyce, engineer, Little Rock, Ark. (See "Cotton Compresses and Gins.")

Va., Pinners.—E. B. Pleasants, chief engineer Atlantic Coast Line Railroad Co., Wilmington, N. C., wires Manufacturers Rec-

ord: "Company proposes to build at Pinners Point terminals freight warehouse, etc." (See "Railway Stations, Sheds, etc.")

Va., Chase City.—Mary B. Gregory will rebuild warehouse occupied by American Tobacco Co. (Recently reported burned.)

BUILDING CONTRACTS AWARDED

APARTMENT-HOUSES

Ga., Savannah.—P. W. Meldrim awarded contract to Clifford Anderson to erect tenement-house, 50 feet 8 inches by 26 feet with kitchen 7x9 feet; ordinary construction; tin roof; cost \$1200 per tenement. Address R. C. Thomson, Box 605, Savannah.

Tex., Dallas.—A. A. Hord awarded contract to T. H. Johnson of Dallas to erect apartment-house; 38x76 feet; two stories; 12 rooms; gas heat; electric lighting; shingle roof; cost \$4250; plans by Brickey & Brickey, Dallas. (Recently noted under "Dwellings.")

ASSOCIATION AND FRATERNAL

Tex., Austin.—Texas Chapter, Sigma Alpha Epsilon Fraternity, University of Texas, awarded contract to erect chapter-house. (See "Schools.")

Va., Roanoke.—Fraternal Order of Eagles awarded contract to John F. Barbour & Sons to erect lodge building; will contain banquet hall, reception and lodge rooms, bachelor quarters and rathskeller; cost \$40,000.

BANK AND OFFICE

Md., Baltimore.—State Bank of Maryland, Baltimore and Holliday Sts., awarded contract to Edward Watters & Co., 509 N. Charles St., Baltimore, to erect bank building at Eastern Ave. and 3d St.; three stories; brick and stone; terra-cotta trimmings; cost \$13,700; plans by Motte & White, 322 N. Charles St., Baltimore. (Recently noted.) (See "Machinery Wanted.")

Mo., St. Louis.—Lawrence B. Pierce and associates purchased Monward Realty Co. and will erect office building at Broadway and Olive St., projected by Commonwealth Trust Co. and previously noted; Eames & Young, architects, St. Louis, and James Stewart & Co., contractors, National Bank of Commerce Bldg., St. Louis; building will be 15x135 feet; 19 stories and basement; fireproof construction; seven high-speed electric elevators; cost about \$1,500,000.

Tex., Beaumont.—I. Gordon awarded contract to James Wellman to erect office and store building. (See "Stores.")

Tex., Houston.—Jesse H. Jones awarded contract to W. H. Young to erect office and store building. (See "Stores.")

CHURCHES

Ga., Boston.—Baptist Church, Rev. A. C. Shuler, pastor, awarded contract to erect church; cost \$16,000.

Mo., St. Louis.—Pilgrim Evangelical Lutheran Church awarded contract to Charles M. Lund, St. Louis, to erect edifice; one story; rubble stone; square tower and corner; Gothic style; 96x80 feet; cost \$28,000. Address The Pastor, Pilgrim Evangelical Lutheran Church.

CITY AND COUNTY

Ky., Louisville.—Library.—Building committee of Free Public Library awarded contract at \$18,888 to Frey Planting Mill Co., Louisville, to erect Portland Branch Library; auditorium on first floor to seat 300; capacity for 10,000 volumes; 60x70 feet; pressed brick; Bowling Green stone trimmings; green tile roof; plans by Val P. Collins, Louisville. (Previously noted.)

Tex., Dallas.—Fire Station.—City awarded contract to L. R. Wright & Co., Dallas, to erect fire station; 43x90 feet; ordinary construction; tar and gravel roof; cost \$15,000; plans by H. A. Overbeck, 503 Juanita Bldg., Dallas. (Recently noted.)

DWELLINGS

Ala., Birmingham.—Ralph Fees will expend \$12,000 to erect dwelling; 44x48 feet; frame; brick veneer; hot air heat; electric lighting; slate roof; plans by Miller & Martin of Birmingham; contract recently noted awarded to P. O. Randall of Birmingham.

Fla., Miami.—W. H. Peoples awarded contract to Art Stone Construction Co., Miami, to erect residence on 7th St.; eight rooms and bath; front veranda; cost \$3500; awarded contract for wood work to J. S. Rogers, Miami.

Fla., Tampa.—James E. Baker awarded contract to H. B. Stettler, Tampa, to erect residence; cost \$3400.

ord: "Company proposes to build at Pinners Point terminals freight warehouse, etc." (See "Railway Stations, Sheds, etc.")

Va., Chase City.—Mary B. Gregory will rebuild warehouse occupied by American Tobacco Co. (Recently reported burned.)

contract to A. Coates, Memphis, to erect residence at 1733 Forrest Ave.; cost \$5500.

Tex., Dallas.—J. L. Chandler awarded contract to erect dwelling; 10 rooms; two stories; mill construction; gas heat; electric lighting; shingle roof; cost \$3350. (Recently noted.)

Tex., El Paso.—Frank Ainsa will expend \$32,000 to erect residence; 40x60 feet; fireproof construction; hot-water heat; electric lighting; composition asbestos roof; plans by Gibson & Robertson of El Paso; contract recently noted awarded to Mayfield & Shaw of El Paso.

Va., Richmond.—H. E. Richardson has plans by and awarded contract to Davis Bros., 2510 W. Main St., Richmond, to erect six detached dwellings; eight rooms; brick; mill construction; hot-water heat; tin roof; cost \$35,000.

HOTELS

Ga., Savannah.—Georgia Hotel Co., Harvey Granger, president, awarded contract at \$350,000 to Collins Bros. Co., Savannah, to erect Hotel Georgia; four stories, including basement; Spanish Renaissance style; tiled roof; fireproof; exterior walls of hard-burned tile; concrete foundation; steel skeleton framework; concrete floors; plans by Wallin & Young, Savannah; contract recently noted awarded to International Steel & Iron Construction Co. of Evansville, Ind., was cancelled; sub-bids will be let on excavation; steel work, roofing, electric work, heating, plumbing, plastering and stucco. (See "Machinery Wanted.")

Md., Baltimore.—Mortimer W. West, St. Charles Ave. north of Belvidere Ave., has plans by and awarded contract to W. F. Hindey, 5233 St. Charles Ave., Baltimore, for four dwellings; 28x46 feet; mill construction; steam heat; gas and electric lighting; slate roof; cost \$14,000.

Md., Baltimore.—Thos. F. Mullan, 401 York Rd., awarded contract to Howard Foutz, 4907 York Rd., Baltimore, to erect two-and-a-half-story frame dwellings at 41st St. and Ellerslie Ave.; 25x32 feet; slate roof; hot-air heat; cost \$5000; plans by A. L. Blatchley, Rose Hill, York Rd., Baltimore.

Md., Baltimore.—W. G. Buckley awarded contract to Murray & Haynes, 1709 N. Ellamont St., Baltimore, to erect dwelling on Carlisle Ave. near Denison St.; two and a half stories; frame; 27x29 feet; slate roof; hot-water heat; cost \$3000; plans by W. H. Murray, 1709 N. Ellamont St., Baltimore.

Miss., Moss Point.—Southern Paper Co. awarded contract, it is reported, to erect 100 dwellings for employees and officers.

Mo., St. Louis.—F. August Sudholt awarded contract to Godfrey & Hirsch, St. Louis, to erect dwelling and garage on Westminster Pl.; 11 rooms; three bathrooms; entirely finished in marble; exterior of white cement, with paving brick base; red tile roof; Spanish style; garage to conform with residence and have capacity for three machines, boiler-room and man's room; hot-water heat in both buildings; cost \$40,000; plans by Clyfer & Drischler, St. Louis.

N. C., Greensboro.—Charles F. Benbow, Jr., will erect residence on North Park Drive; seven rooms; 1½ stories; mill construction; shingle roof and sides; steam or hot-water heat; electric (conduit system) lighting; cost \$5000; plans by F. A. Weston, Greensboro; contract awarded to J. H. Truitt, Greensboro. (See "Machinery Wanted.")

N. C., Winston-Salem.—N. K. Rubaiz awarded contract to J. H. Pike, Winston-Salem, to erect eight one-story four-room frame, shingle-roof dwellings; cost \$3000.

N. C., Winston-Salem.—J. P. Hurdle awarded contract to F. W. Miller, Winston-Salem, to erect residence on S. 4th St.; two stories; seven rooms; frame and brick veneer; slate roof; cost \$3500.

N. C., Winston-Salem.—Charles M. Taylor awarded contract to Paul Miller, Winston-Salem, to erect residence on West End Blvd.; eight rooms; pebble-dash; shingle roof; cost \$4000; plans by Willard Northup, Winston-Salem.

N. C., Winston-Salem.—R. B. Horn awarded contract to J. W. Dunnigan to erect proposed dwellings; four-story structures; five rooms each; frame; cost \$3000 each.

Tenn., Knoxville.—John W. Drummond awarded contract to A. R. Ogle, Knoxville, to erect residence at Broadway and Folsom St.; cost \$3000.

Tenn., Memphis.—Mrs. Jas. K. Zent awarded contract to B. W. Cocke, Memphis, to erect residence at 268 Garland Pl.; cost \$350.

Tenn., Memphis.—F. D. Smythe awarded contract to Gilbert Real Estate & Investment Co., Memphis, to erect residence at 1764 Linden Ave.; cost \$3700.

Tenn., Memphis.—T. Malone awarded contract to Tom Turpin, Memphis, to erect residence at 1789 Poplar Ave.; cost \$800.

Tenn., Memphis.—J. E. Scheibler awarded

contract to A. Coates, Memphis, to erect residence at 1733 Forrest Ave.; cost \$5500.

Tex., Mount Houston.—Harris county, L. L. Pugh, county school superintendent, Houston, Tex., awarded contract to erect school. (See Tex., Houston.)

Tex., San Benito.—School Board awarded contract at \$21,000 to M. Bryant, San Benito, to erect Second ward school; two stories; brick; eight rooms; plans by W. E. Nelson, Brownsville, Tex. (Recently noted.)

STORES

Ala., Haleyville.—W. W. Haley has plans by and awarded contract to W. V. Willis, Haleyville, to erect store building; 96x90 feet; two stories; brick; tin roof; cost \$9000. (Recently noted.)

Ga., Atlanta.—Industrial Engineering Co., Atlanta, has contract to extend Whitehall St. frontage of Davison-Paxon-Stokes' store to height of eight stories to correspond with Broad St. frontage completed by same company and previously noted; cost \$80,000.

Ga., Atlanta.—E. W. Alfriend awarded contract to R. M. Walker, Atlanta, to erect addition to building at Peachtree and Harris Sts.; cost \$3000.

Ga., Atlanta.—Dr. J. W. Roberts awarded contract to W. E. Mashburn, Atlanta, to erect two-story brick building at 455 Peachtree St.; cost \$15,000.

Tex., Beaumont.—Orleans Realty Co. will expend \$5000 to erect business building; 40x100 feet; ordinary construction; electric lighting; composition roof; contract recently noted awarded to Thamess & Weber of Beaumont.

Tex., Beaumont.—I. Gordon awarded contract to James Wellman to erect store and office building; 60x80 feet; ordinary construction; composition roof; cost \$6500; plans by H. C. Mauer of Beaumont. (Recently noted.)

Tex., Houston.—Jesse H. Jones awarded contract to W. H. Young to erect store and office building; 50x100 feet; fireproof; low-pressure steam heat; plans by Mauran, Russell & Crowell, Houston. (Mr. Jones recently noted to have contract.)

Tex., Livingston.—Greer Mercantile Co. awarded contract to D. T. Votow, Tenaha, Tex., to erect store building; two stories; brick; 40x90 feet.

Tex., McKinney.—Pearson & Merritt awarded contract to erect store to replace burned structure; one story; brick; plate-glass front; tile floor.

Tex., Temple.—L. M. Chattin and Dr. J. S. McClevey awarded contract to H. D. McCoy, Cleburne, Tex., to erect store building; 60x110 feet; mill construction; tar and gravel roof; cost \$18,000; cost of heating plant \$1800; plans by Sanguinet & Staats, Fort Worth, Tex. (Recently noted to erect two buildings.)

Va., Petersburg.—Petersburg Terminal Co. awarded contract, it is reported, to Harrison Construction Co., Petersburg, to erect 10 to 20 wholesale stores and storage warehouse. (See "Warehouses.")

Va., Roanoke.—H. C. Elliott and Commercial Development Co. awarded contract to Century Investment Co., Roanoke, to rebuild F. E. Broet building and adjoining building and erect structure on Bowman property.

W. Va., Parkersburg.—Ben Nathan awarded contract to Stephen Davidson, Parkersburg, to improve store building on Court Square; will install new front, etc.; cost \$10,000; plans by R. H. Adair, Parkersburg.

THEATERS

Ga., Waycross.—Dr. W. H. Buchanan awarded contract to erect theater at Pendleton and Mary Sts.; brick and steel construction.

WAREHOUSES

Ala., Monroeville.—Barnett & Bugg awarded contract to W. E. Ward, Pineapple, Ala., to erect warehouse; 50x100 feet; ordinary construction; tin roof. (See "Machinery Wanted.")

Ky., Carlisle.—Burley Tobacco Society, Lexington, Ky., awarded contract at \$29,000 to R. O. Duncan, Carlisle, to erect warehouse; concrete and steel; two stories and basement. (Recently noted.)

N. C., Nashville.—Nash County Farmers' Union awarded contract to R. J. Proctor, Nashville, to erect warehouse; 60x100 feet; brick; metal roof.

Va., Petersburg.—Petersburg Terminal Co., Mortimer Williams, president, awarded contract, it is reported, to Harrison Construction Co., Petersburg, to erect 10 to 20 wholesale stores and bonded storage warehouse on Lombard St.; former four stories; standard

brick walls; joist construction; slag roof; electric elevators; first floor with freight or shipping entrances on level with floors of cars standing on railroad siding in rear; front shipping or delivery doors on level

with trucks, drays or wagons; shipping and office entrances in front; storage warehouse seven or eight stories; mill construction; electric elevators; sprinkler system; fire-proof; railroad siding about 600 feet long.

RAILROAD CONSTRUCTION

RAILWAYS

Ala., Anniston.—Anniston Chamber of Commerce is reported to have promised aid to the Columbus, Chattahoochee & Gulf Railway Co., represented by Josiah Flournoy of Columbus, Ga., provided it enters Anniston with its line.

Ark., Bergman.—The Missouri Pacific Railway, says a report, is contemplating construction of a line from Bergman to Harrison, Ark., about nine miles. J. R. Stevens, St. Louis, Mo., is chief engineer.

Ark., Cabot.—The Business Men's League has appointed a committee on plans to build a railroad from Cabot to El Paso and Conway, about 30 miles. Committee, George P. Murrell, A. L. Honea, J. F. See, W. M. Edwards and Mayor J. H. Brawley.

Ark., Murfreesboro.—Memphis, Dallas & Gulf Railroad Co. is reported to have financed extension from Murfreesboro to Hot Springs, about 50 miles, and to have resumed construction. W. W. Brown is president and W. P. Hart chief engineer at Nashville, Ark.

Fla., Jacksonville.—Notice is published of application to charter the Florida Interurban Railway & Tunnel Co. to build an electric or other interurban railroad from Jacksonville to Pablo Beach and St. Augustine, altogether about 45 miles of line, including branches, besides a tunnel or tunnels under the St. John's River between Jacksonville and South Jacksonville; capital \$2,000,000; incorporators, M. W. Bates, president; John S. Mabry, vice-president; Wm. R. Letcher, secretary; G. G. Bowling, treasurer, and R. B. Harrison, all of Jacksonville. President Bates wires that company will build double-tube tunnel about one-third mile long, and says that active operations will begin as soon as franchises, charter and rights of way are obtained, which will be in three months or less. Plans to be fulfilled as described. A later report says the South Jacksonville Council has granted a franchise to the company.

Ga., Decatur.—Thos. K. Scott, general manager, says that 3½ miles of second track from Clifton to Decatur will be built by the Georgia Railroad with its own forces. The old grade is practically ready. W. M. Robinson is chief engineer at Augusta, Ga.

Ga., Gainesville.—Craig R. Arnold and G. R. Glenn of Dahlonega, Ga.; Wm. H. Withers of Atlanta, H. H. Dean, M. C. Brown, John H. Hosch, John E. Redwine, W. A. Roper and Hayne Palmore of Gainesville are reported to be the incorporators of the Georgia Northwestern Railway Co., which is to build from Gainesville to New Bridge, Dawsonville, Tate and Calhoun, connecting at the latter place with the Louisville & Nashville Railroad. A branch will be built to Dahlonega. Line about 100 miles long. (See Manufacturers Record August 15 under Dahlonega, Ga.)

La., Yellow Pine.—The Sibley, Lake Bistineau & Southern Railroad, it is reported, will build a line from Hall's Summit to Shreveport, La., about 35 miles. J. W. Martin is general superintendent at Yellow Pine, La.

Ky., Pineville.—Rumored that an extension of 15 miles will be built to the Wabash & Black Mountain Railroad of the Louisville & Nashville system. John Howe Peyton, Louisville, Ky., is chief engineer of construction for the Louisville & Nashville.

La., De Ridder.—Louisiana Pacific Railway is reported building a branch from Lilly Junction to Juanita, La., about 15 miles southwest. J. K. Fahey is general superintendent at De Ridder, La.

Md., Hagerstown.—C. H. Bishop, Lemoyne, Pa., president Valley Railways Co., says it has purchased the property of the Valley Traction Co., but does not contemplate any extension of its lines. This refers to the recent announcement of mortgage to secure \$1,700,000 of bonds and authority to build from Hagerstown to Harrisburg.

Md., Hagerstown.—A letter says that the Hagerstown, Greencastle & Mercersburg Railway Co. will build a line 22 miles long from Hagerstown to Mercersburg, Pa., via Maugansville, Md., and Middleburg, Greencastle and Upton, Pa. It will include two bridges. Officers yet to be elected, but John E. Ensign may be president, the other incorporators being Alexander Hamill, James Rice and C. M. Hoffman of Greencastle, Pa. Country is rolling.

Md., Princess Anne.—J. W. West, secretary and treasurer Eastern Shore Power, Light & Railway Co., says that hearing will take place October 7 before the Maryland Public Service Commission, Baltimore, on the company's petition for permission to issue securities. Expected to place guaranteed bonds in Europe. Proposed line of railway is from Deal's Island to Sinepuxent Bay, Md., about 50 miles, via Princess Anne and Snow Hill. Bridges required at Deal's Island and at Snow Hill. Lewis M. Milbourne of Kingston, Md., is president, the other directors besides Mr. West being J. T. Taylor, Jr., S. Frank Dasilev and L. N. Whitemore, also of Princess Anne; John P. Moore of Snow Hill; Robert H. Jones of Upper Fairmount, H. C. Webster of Deal's Island and T. Blair Hankins of Baltimore, Md.

Miss., Moss Point.—Pascagoula, Moss Point & Northern Railroad is reported building a spur from Moss Point to a paper mill. C. B. Chapman is general manager at Moss Point, Miss.

Mo., Kansas City.—C. H. Cartlidge, bridge engineer of the Burlington Route, Chicago, is reported saying that plans are practically complete for the construction of a double-tracked railroad bridge over the Missouri River at Kansas City to take the place of the present bridge, and that preliminary work will be done this coming winter.

N. C., Denton.—C. W. Lane & Co. of Atlanta have begun construction, it is reported, upon their contract for extension of the Carolina & Yadkin River Railroad from Denton to High Rock, seven miles. It includes some steam-shovel work.

N. C., Elkin.—H. G. Chatham, vice-president of the Elkin & Alleghany Railroad, is quoted saying that three miles of track have been completed from Thurmond to the foot of the Blue Ridge, and it will require two years' work to complete the 15 miles from there to the summit of the mountain. Lane will go to Sparta, N. C. F. J. Lisman & Co. of New York are reported interested.

N. C., Greensboro.—Morehead and Gilmer townships of Guilford county, including Greensboro, have voted to issue bonds to aid construction of the proposed Greensboro Northern & Atlantic Railway, which is to run via Graham and Burlington to a connection with the Seaboard Air Line Railway, about 36 miles, besides having an extension north to Danville, Va. Walter Washbaugh, Charlottesville, Va., is chief engineer. He says that Alamance and Guilford counties have voted \$185,000 to aid the project. T. O. Troy is president. G. W. Fry vice-president.

N. C., Pisgah Forest.—Louis Carr, president of the Norwood Lumber Co., Asheville, N. C., and W. F. Decker, manager of the Brevard Tanning Co., Brevard, N. C., propose to build 15 miles of railroad from Pisgah Forest, N. C.

N. C., Greenwood.—The Piedmont & Northern Lines have completed the electric railway from Belton to Greenwood, 34 miles, and began operation. Construction is in progress between Belton, Greenville and Spartanburg.

N. C., Spartanburg.—J. Thomas Bennett, contractor on the Piedmont & Northern between Spartanburg and Tucapan, 12 miles, has sublet contract for the North Tyger River bridge, it is reported, to the L. M. Minus Company, who are excavating for the foundations.

Tenn., Chattanooga.—The Tennessee, Alabama & Georgia Railroad Co. hopes to soon take active steps for the rehabilitation and extension of the property, but particulars are not yet announced. E. F. Blomeyer is vice-president and general manager at Chattanooga, Tenn.

Tenn., Paris.—It is officially denied that the Nashville, Chattanooga & St. Louis Railway Co. proposes to build an extension from Paris to Cottage Grove or Whitlock, Tenn.

Tenn., Walling.—J. H. Bowder, Austin, Tex., manager and chief engineer for the Van Buren County (Tennessee) Coal Co., Inc., says that plans for the construction of its proposed 10-mile railroad are not complete. Among others interested are W. H. Haverton, vice-president, and W. T. Paeflin, secretary and treasurer; capital stock \$1,000,000; bonds, \$650,000.

Tex., Dallas.—The Texas Utilities Co. of

Dallas, W. P. Murphy, manager, says a report, is contemplating construction of an interurban railway from Dallas to Gainesville and Sherman, Tex., about 85 miles.

Tex., Dallas.—W. A. Webb, assistant to the President and in charge of the operating department of the Missouri, Kansas & Texas Railway, is quoted saying that the company will make large expenditures until January 1 to rebuild and strengthen its bridges in Texas. A. M. Acheson is chief engineer at Dallas, Tex.

Tex., Houston.—Houston Belt & Terminal Co. is building new yards south of Bayou Bayou and a mile from the present yards. Capacity 650 cars. Ten tracks each 2750 feet long and two main leads 800 feet long. F. W. Bobbitt is resident engineer.

Tex., San Benito.—San Benito & Rio Grande Valley Interurban Railway Co. has amended charter changing name to San Benito & Rio Grande Valley Railway Co. Company is constructing a system of railways reaching various points in the Rio Grande Valley and connecting with sundry plantations. S. A. Robertson, San Benito, Tex., is president, and E. E. McLeish chief engineer. (See Manufacturers Record, August 22.)

Va., Roanoke.—Reported that the Norfolk & Western Railway will soon award contract for a large tunnel at Hatfield Bend, about two miles from Matewan, W. Va. C. S. Churchill, Roanoke, Va., is chief engineer.

Va., Cassville.—Official: The extension of the Morgantown & Dunkard Valley Railroad from Cassville to Pentress, near Morgantown, will include steel bridges and viaducts (with approximate cost) thus: Viaduct 115 feet long, \$5000; two plate girder

lively, \$3000 each; viaduct 100 feet long, \$4000; one span bridge 32 feet long, \$1000. Date for bids not set. Railroad has also joined with Monongalia county to build two bridges, of which one steel second hand is under construction, and contract is let to York (Pa.) Bridge Co. for the other of reinforced concrete 45 feet span. Bids are also asked for another bridge September 24 (this to be reinforced concrete girder 35 feet span) by Robert D. Hennen, county road engineer, Morgantown, W. Va. Plans with the G. B. Hartley Company, engineer for the railroad at Morgantown.

W. Va., Charleston.—An officer of the Charleston, Parkersburg & Western Railway Co. (which proposes to build a line from Charleston to Sissonville, Walton, Spencer, Easton and Elizabeth, about 50 miles, connecting there with the Little Kanawha Railway for Parkersburg), is quoted saying it is expected to soon make financial arrangements to continue tracklaying. Several steel bridges will be required. Edward M. Craig, Charleston, W. Va., is president.

STREET RAILWAYS

Ala., Tuscaloosa.—City Commissioners are reported to have accepted proposition of Fred S. Morris of Morris Bros., bankers, Philadelphia, to electrify the Tuscaloosa Belt Line, and he is quoted saying that work will begin immediately.

Ga., Valdosta.—Valdosta Street Railway is reported working on plans to build a belt line, contract to be let as soon as possible.

Tex., Waco.—Waco Electric Railway is expected to immediately award contract for extension of Provident Heights line to Highland Place.

MACHINERY, PROPOSALS AND SUPPLIES WANTED

Manufacturers and others in need of machinery or supplies of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery or supplies needed we will make their wants known free of cost, and in this way secure the attention of manufacturers and dealers throughout the country. The Manufacturers Record has received during the week the following particulars as to machinery and supplies wanted.

Acetylene Stoves.—C. S. Woods, San Leon, Tex., wants addresses of manufacturers of acetylene stoves, etc.

Adding Machine.—People's Bank, Dixon Springs, Tenn., wants prices on adding machine.

Amusement Devices.—See "Merry-go-rounds, etc."

Asphalt Plant.—Levy & Levy, Muskogee, Okla., wants portable asphalt plant for laying asphaltic concrete.

Automobile Supplies.—Jasper H. Roubino, Campi, La., wants prices on automobile supplies.

Blacksmithing Supplies, etc.—Jasper H. Roubino, Campi, La., wants prices on blacksmith and wheelwright supplies.

Boiler.—See "Ice Machinery."

Boilers.—See "Mining Machinery."

Bottles, Cartons, etc.—Watson & Watson, 81 Calle Zacateros, Santa Cruz, Manila, Philippines, want shoe-dressing bottles, four-ounce, round, heavy glass, round mouth; natural corks to fit shoe-dressing bottles, together with strong wire running through cork with sponge at other end; cork to be capped with wood cover; carton boxes (black and maroon); shoe-paste tins, assort'd sizes.

Bolt Cutter and Pipe Machine.—Bartley Machinery Co., Rome, Ga., wants prices on second-hand pipe machine cutting from one to six inches; also wants second-hand bolt cutter and pipe machine combined up to two inches.

Box Machinery.—Santee River Cypress Lumber Co., Ferguson, S. C., wires Manufacturers Record: "Open for bids on concrete floor structural steel planing mill and box shop building and equipment."

Brick.—See "Mining and Crushing Equipment, etc."

Brick Cutter.—Star Clay Products Co., Elmdorf, Tex., wants prices on second-hand automatic brick cutter for cutting side brick.

Bridge Construction.—Bids received at office of clerk, Stuart, Va., until October 8 for constructing standard steel bridge across Dunlap's Creek near Callahan, Va.; 87 feet 6 inches; 12-foot roadway; concrete substructure; plans and specifications on file with clerk at office of P. St. J. Wilson, State Highway Commissioner, Richmond, Va.

Bridge Construction.—Joint Committee

of Davidson and Robertson counties will receive bids on building of series of bridges over Sycamore Creek and branches; bids will be opened at office of chairman, 405 Cole Bldg., Nashville, Tenn., October 5 at noon; work consists of two 52-foot steel spans and two 75-foot steel spans with concrete floors and necessary concrete masonry; also filled approaches and new road about 200 feet long to be blown out of rock largely alongside of steep hill. Plans and specifications may be seen at office of Howard M. Jones, engineer, Nashville, Tenn., or at office of secretary of Pike Commission of Robertson county, Springfield, Tenn., or copies of same may be had on application to engineer, and upon payment of small fee for same; bids on work as whole or on any part of it will be considered; certified check \$300.

Bridge Construction.—Bids for construction of masonry pier and abutments for bridge No. 1, improvement of Gunpowder supply, received at office of City Register, City Hall, Baltimore, Md., until October 16 at 11 A. M. Plans, specifications and proposal form may be obtained at office of Water Engineer, City Hall, on depositing \$5; proposals to be accompanied by certified check for \$1000. The estimated quantities are as follows: 570 cubic yards earth excavation; 100 cubic yards rock excavation; 1000 cubic yards 1:2½:5 concrete in pier; 500 cubic yards 1:2½:5 concrete in west abutment and wings; 100 cubic yards 1:2½:5 concrete in east abutment and wings; 40 cubic yards 1:2:4 concrete in east abutment and wings; 16,850 pounds steel reinforcing bars in place; Ezra B. Whitman, Water Engineer.

Bridge Construction.—Bids received at office of clerk, Covington, Va., until October 5 for constructing standard steel bridge across Dunlap's Creek near Callahan, Va.; 87 feet 6 inches; 12-foot roadway; concrete substructure; plans and specifications on file with clerk at Covington, Va., or at office of P. St. J. Wilson, State Highway Commissioner, Richmond, Va.

Bridge Construction.—Bids received by P. St. J. Wilson, State Highway Commissioner, Richmond, Va., and by Board of Supervisors, Wise county, at clerk's office, Wise, Va., until 11 A. M. September 27 for construction of 100-foot truss span with trestle approach; also 30-foot beam span; information obtainable from commissioner or county engineer, Norton, Va.

Bridge Construction.—Bids received until October 3 at clerk's office at Powhatan, Va., for constructing bridge across James River between Goochland and Powhatan counties, Virginia; bridge to be 1000 feet 6 inches long; steel and concrete; plans and specifications on file with clerk and at office of P. St. J. Wilson, State Highway Commissioner, Richmond, Va.

Building Materials.—A. F. Wasilewski, 1401 67th St. S. E., Minneapolis, Minn., wants prices on structural iron, metal lath, ornamental iron, marble, stone, mill work, brass work, etc., for church building at Tulsa, Okla., to cost \$125,000.

Building Materials.—G. C. Eubanks, 65 Broad St., Newbern, N. C., wants prices on steel girders, prism walk lights, plate glass, iron framework, metal ceiling, gas and electric lighting.

Building Materials.—Edward Watters & Co., 509 N. Charles St., Baltimore, Md., wants prices on brick, cement, sand, lumber, etc.

Building Materials, etc.—Milton J. Doggett, Havre de Grace, Md., wants estimates on lumber (principally rough and heavy); cement; corrugated galvanized iron for weatherboarding, roofing and ceilings; slag and ready roofing; door frames and general building supplies for mill building at North East, Md.

Building Materials.—William Leslie Welton, 1906 American Trust and Savings Bank Bldg., Birmingham, Ala., wants catalogues and samples of building materials for 12-story fireproof hotel and 20-story office building.

Building Materials.—Collins Bros., 30 Drayton St., Savannah, Ga., want prices on quantity of hard-burned hollow tile for exterior walls, electric fixtures, builders' hardware, etc.

Canal Construction.—Palm Beach Farms Co., Palm Beach, Fla., receives bids until October 5 for construction of canal; length nine miles; bottom width 14 feet; depth varying from 4 to 10 feet; excavation 250,000 cubic yards; all dredge work; plans and specifications on file with Orrin Randolph, chief engineer, West Palm Beach, Fla.

Clocks, etc.—Jasper H. Roubino, Campi, La., wants prices on clocks and watches.

Concrete-block Machinery.—See "Mining and Crushing Equipment, etc."

Concrete Mixers.—See "Mining and Crushing Equipment, etc."

Cotton Duck, etc.—Depot Quartermaster's Office, 26th St. and Gray's Ferry Rd., Philadelphia, Pa. Proposals received until 11 A. M. October 22 for furnishing and delivering 320,000 yards shelter tent duck and 9000 pounds gilling line. Full information furnished upon application.

Crane.—Kirk Supply Co., 1739 Liberty Ave., Pittsburgh, Pa., wants 10-ton electric traveling crane, 50-foot span, to be operated on 220 single-phase, 60-cycle A. C.

Ditch Construction.—Mississippi Delta Planting Co., 1209 Central Bank Bldg., Memphis, Tenn., receives bids until 10 A. M. October 15 for following in connection with drainage work at Scott, Miss.: Eight miles of dredge ditches, of which 7 miles is main ditch and 1 mile lateral; lateral ditch and 2 miles of main ditch have 14-foot bottom, 1½ miles of main ditch have 16-foot bottom and remainder has bottom width of 20 feet; side slopes are 1:1; average cut, 13.6 feet; yardage in main ditch, 230,000 and branch ditch 19,000, making total of about 250,000 yards; B. J. Young of Scott, engineer in charge; plans and specifications on file in office of Morgan Engineering Co., 610 Goodwyn Institute Bldg., Memphis, Tenn., by whom further information will be furnished.

Ditching Machinery, etc.—F. W. Meyer, Bonney, Tex., wants information on tiling system, including tile ditching and laying machinery; also tile machines.

Ditching Machinery.—Dwight F. Hill, sales manager, Maryland Equipment & Supply Co., 707 Equitable Bldg., Baltimore, Md., wants second-hand traction ditcher to cut 24 inches up to 6 feet.

Drainage.—Sewerage and Water Board, F. S. Shields, secretary, fifth floor, City Hall Annex, New Orleans, La., receives bids until noon November 19 for following drainage work: Contract 48D, excavation of drainage canals; contract 50D, Broad street line and covered canal and siphon under Carondelet Navigation Canal; specifications, plans and information may be had on application at office of board; George G. Earl, general superintendent.

Dredging.—U. S. Engineer Office, Dallas, Tex. Proposals for dredging in Port Arthur ship canal and new turning basin at Port Arthur received until 12 M. October 17. In-

formation on application. T. H. Jackson, Major, Engineers.

Dredging.—Orange County Commissioners, Orange, Tex., receive bids until 9 A. M. October 7 for dredge work to complete dump on Orange and Mansfield Ferry Rd., beginning at east end of said dump in Orange county and extending eastward about 1½ miles, as now surveyed and established on ground; plans and specifications on file with W. J. Kelly, road engineer, at Courthouse; about 25,000 cubic yards of dirt to be removed in building road; J. T. Goodman, County Clerk.

Dredging.—United States Engineer Office, 36 Southern Bldg., Washington, D. C. Proposals for dredging in Aquia Creek, Virginia, received until 12 M. October 23. Information on application. W. C. Langford, Lieutenant-Colonel, Engineers.

Drykiln.—H. M. Smith & Sons Lumber Co., H. M. Smith, president, Ramsay, La., wants new or second-hand (latter preferred) drykiln.

Dump Wagon.—C. D. Rigsbee, Durham, N. C., wants to buy or rent dump wagon.

Electrical Equipment.—Jasper H. Roubino, Campi, La., wants prices on electrical goods and flashlights.

Electric Lamps and Poles.—Chamber of Commerce, Lynchburg, Va., wants bids on installation of 68 five-light ornamental lighting poles, equipped with tungsten lamps; specifications obtainable on application to E. H. Mayfield, business secretary.

Electrical Machinery and Supplies.—United Power Development Co., William Green, president, Shiner, Tex., wants prices on electrical machinery, wire, turbines, poles, etc., for water-power plant.

Electrical Machinery.—I. Littman, Salisbury, N. C., wants direct-connected 40 or 50-kilowatt 125-volt direct-current generator; 22 to 25-horse-power 110-volt direct-current motors (slow speed); second-hand, good condition. Give full description f. o. b. cars.

Electrical Machinery.—Kingtree Electric Light & Ice Co., D. C. Scott, Jr., manager, Kingtree, S. C., wants prices on electric generators (75-kilowatt dynamo) and supplies for electric-light plant.

Electrical Machinery.—Herman Zornow, Hochallee 115, Hamburg 37, Germany, wants catalogues and prices on "electros" and "galvanos."

Electrical Material.—Sealed proposals received at office of General Purchasing Officer, Isthmian Canal Commission, Washington, D. C., until 10:30 A. M. October 5, then opened in public, for furnishing miscellaneous electrical material for power and control wiring, including special cable-end bells, lead splicing sleeves, copper sleeves connectors, insulating tapes, solder, soldering flux, filling compound, cable-pulling grips, etc. Blanks and general information relating to this circular (No. 734) may be obtained from this office or offices of assistant purchasing agents, 24 State St., New York city, and 614 Whitney-Central Bldg., New Orleans; also from U. S. Engineer offices in Baltimore, Philadelphia, Pittsburgh, Boston, Buffalo, Cleveland, Cincinnati, Chicago, St. Louis, Detroit, Milwaukee, St. Paul, Chattanooga, Louisville, Mobile and Galveston; Commercial Club, Kansas City, and Chamber of Commerce, Quincy, F. C. Boggs, Major, Corps of Engineers, U. S. A., General Purchasing Officer.

Electric Wiring.—Charles D. Benbow, Jr., Greensboro, N. C., wants prices on electric (conduit system) wiring for \$5000 residence.

Heating Plant.—D. R. Douglas, Captain Company "I," First Regiment, Maryland National Guards, Salisbury, Md., wants prices on heating plant for armory.

Elevators.—Collins Bros., 30 Drayton St., Savannah, Ga., want prices on several elevators and dumbwaiters.

Engine.—See "Ice Machinery."

Engines.—See "Mining Machinery."

Fire-escapes.—Collins Bros., 30 Drayton St., Savannah, Ga., want prices on fire-escapes.

Firearms, etc.—Jasper H. Roubino, Campi, La., wants prices on firearms and materials.

Food Products.—Soto & Ramirez, Apartado 414, Maracaibo, Venezuela, want to correspond relative to agency for food products on commission basis.

Gasoline Engine.—J. B. Henley, Florence, Ark., wants prices on gasoline engines.

Gasoline Engines.—G. H. Whaley, 50 Chapel St., Charleston, S. C., wants to correspond with manufacturers of gasoline engines with view to agency.

Glass (Prism).—See "Building Materials."

Heating Plant.—Board of County Commissioners, Yorkville, S. C., receives bids until October 9 for heating steam county jail building; direct radiation consisting of 1100 square feet; each bidder to furnish plans and specifications; T. W. Boyd, County Supervisor.

Heating Plant.—Charles D. Benbow, Jr., Greensboro, N. C., wants prices on steam or hot-water heating plant for \$5000 residence.

Heating and Lighting.—Sealed proposals, endorsed "Proposals for Heating and Ventilating System for Building 23," received at Bureau of Yards and Docks, Navy Department, Washington, D. C., until 11 A. M. October 19, and then publicly opened, for heating and ventilating system for building 23 at Navy-yard, Norfolk, Va. Plans and specifications (No. 1898) obtained on application to the bureau or to commandant of the navy-yard named. H. R. Stanford, Chief of Bureau.

Heating and Ventilating Plants.—Proposals received at Bureau of Yards and Docks, Navy Department, Washington, D. C., until 11 A. M. October 19 for heating and ventilating system for building No. 23 at Navy-yard, Norfolk, Va. Plans and specifications can be obtained on application to the bureau or to commandant of the navy-yard named. H. R. Stanford, Chief of Bureau.

Hoisting Engine.—A. G. Garbutt Lumber Co., Statenville, Ga., wants new or second-hand single or double drum hoisting engine with two cylinders of 15 horse-power, for use as skidding machine.

Ice Machinery.—John H. Drew Development Co., Tampa, Fla., wants ice machinery for 50-ton plant.

Ice Machinery.—Kingtree Electric Light & Ice Co., D. C. Scott, Jr., manager, Kingtree, S. C., wants prices on boiler and engine and ice-making machinery.

Ice Machinery.—New Point Development Co., Motorun, Va., wants prices on ice machinery for 10 to 20-ton plant; second-hand preferred if immediately available.

Ice Machinery.—W. C. Newman, Farmville, Va., wants second-hand ammonia compressor, 10 to 12 tons capacity. Give price, how long used and location.

Iron Shutters.—W. S. Lindsey, Rural Retreat, Va., wants addresses of manufacturers of iron shutters for outside of buildings.

Jetty Work.—U. S. Engineer Office, Dallas, Tex. Proposals for jetty work at Sabine Pass, Tex., received until 12 M. October 18. Information on application. T. H. Jackson, Major, Engineers.

Lathe.—Elk Motor Truck Co., Charleston, W. Va., wants 16 to 20-inch standard modern engine lathe; good condition.

Lock Construction.—Proposals addressed to City Council of Augusta, Ga., will be received by River and Canal Commission until 4 P. M. October 15 for constructing concrete and steel locks and control gates in Augusta Canal; cash or certified check for \$300 to be deposited with each bid; also at same time and place proposals will be received for furnishing necessary outfit, including earth borrow pit and constructing first section of Augusta levee, one mile in length, extending from canal bank to Hawks gully; will be earth embankment containing 200,000 cubic yards, all of which must be hauled in by train; cash or certified check for \$500 to be deposited with each bid; Nisbet Wingfield, chief engineer.

Lumber.—See "Roofing, etc." Isthmian Canal Commission, Washington, D. C.

Machinery and Tools.—Herman Zornow, Hochallee 115, Hamburg 37, Germany, wants catalogues and prices on railroad tools and machinery, particularly machines for repairing wooden railway sleepers; wants machines for adzing and boring them; also interested in other tools.

Manufacturers.—Device Corporation, C. L. Nash, manager, Big Stone Gap, Va., wants to correspond relative to placing order for manufacture of window envelope machines, ribbon holders, pencil sharpeners, mailing tubes and safety watch and key chains.

Merry-go-rounds, etc.—Herbert A. Vla, No. 15, The Savoy, 2804 14th St. N. W., Washington, D. C., wants addresses of manufacturers of merry-go-rounds and other amusement devices. (Manufacturers in vicinity of Baltimore, Philadelphia and New York preferred.)

Mining and Crushing Equipment, etc.—Milton J. Doggett, Havre de Grace, Md., wants engine, boilers, shafting, hangars, pulleys, belting, crushers, grinding mills, elevators, conveyors, drying and packing machines, crushed stone, common and fire-brick, concrete blocks, lime, cement, sand, concrete-block machines, dump cars and concrete mix-

ers; also other building materials for plant at North East, Md. (See "Building Materials, etc.")

Mining Machinery.—United Fuel Co., J. W. Baxter, secretary, First National Bank Bldg., Fayetteville, Ark., wants coal-mining machinery, including 200-horse-power steam boiler, engines, tipple and other equipment; also wants to engage contractors to sink shafts.

Paving.—City of Denison, Tex., receives bids at office of City Secretary until 8 P. M. September 30 to pave Mirick Ave.; 22,000 square yards asphalt macadam; certified check \$1000; plans and specifications on file with City Engineer, W. W. Berry.

Paving.—W. H. McCorkle, chairman Board of Public Works, Lexington, Ky., to construct concrete sidewalks, curb and gutter on Kentucky, Indiana and Virginia Aves., South LimeStone, Constitution, Upper and Vine Sts.; each bid accompanied by certified check equal to 25 per cent. amount bid, but no check considered for less than \$25.

Paving.—Baltimore (Md.) Board of Awards receives bids at office of City Register, City Hall, until 11 A. M. October 2 to grade, curb and pave following streets: Contract No. 38—Frederick St., from Lexington to Pratt st. (granite block on 6-inch concrete base, with bituminous filler or Hassam granite block on 6-inch compressed concrete base); Davis St., from Lexington to Franklin St. (granite block on 6-inch concrete base, with cement filler, or Hassam granite block on 6-inch compressed concrete base); Water St., from Gay St. to Frederick St. (vitrified block on 6-inch concrete base); Water St., from Frederick St. to Market Pl. (granite block on 6-inch concrete base, with bituminous filler, or Hassam granite block on 6-inch compressed concrete base); granite block, 10,100 square yards; vitrified block, 600 square yards; certified check \$900. Contract No. 39—Smallwood St., from Baltimore to Fayette St.; Mt. Vernon Pl., from St. Paul to Charles St.; Monroe St., from Eagle St. to B. & O. bridge; vitrified block, 6050 square yards; certified check \$400. Specifications and proposal sheets can be obtained upon application to office of Paving Commission, City Hall; deposit of \$5 required for specification covering each contract; plans and profiles on file in office of H. Kent McCay, chief engineer; R. Keith Compton, chairman Paving Commission.

Paving.—Council committee on streets and sewers received bids at City Engineer's office, Lynchburg, Va., until noon September 25 to pave Blackwater St. and Concord Turnpike with old material to be furnished by city; certified check \$300; specifications and proposal forms can be obtained at City Engineer's office; 2500 cubic yards excavation, 5000 square yards old stone to be laid and 5000 linear feet old stone curb to be set.

Paving.—W. B. Smith, secretary Commissioners for Street Improvement District No. 176, receives bids at his office, or at office of E. A. Kingsley, engineer, Markham and Center Sts., Little Rock, until 3 P. M. October 8 for grading and paving 14,000 square yards of street; plans and specifications on file with engineer; certified check \$1000.

Paving.—F. J. Von Zuben, acting City Engineer, Richmond, Va., receives bids until 9 A. M. October 1 to improve Clinton Ave. from 20th to 25th St. (17,900 square yards) with vitrified brick, Bermudez bituminous concrete or rock asphalt; proposal forms and specifications on file with City Engineer; certified check \$1000; J. H. Maddox, Commissioner of Streets and Public Property.

Paving.—City Commissioners, Huntington, W. Va., receive bids until 1:30 P. M. September 26 to grade, curb and pave Collis, Ritter and First Aves., 28th St. and alley between Fifth and Sixth Aves. from 13th to 14th St.; also receive bids until October 9 to grade, curb and pave 17th St. and construct lateral sewer in alley between Third and Fourth Aves., and from 24th to 26th St.; plans and specifications on file with City Engineer, A. B. Maupin; L. A. Pollock, Commissioner of Streets.

Paving.—Charles R. Kennedy, City Comptroller, New Orleans, La., receives bids until 11 A. M. September 30 to construct subsurface drains, culverts, curbs, gutter bottoms and sidewalks on Peters Ave. from Magazine St. to St. Charles Ave.; also separate bids for surfacing with concreting clay gravel Fountainebleau Drive from Carrollton Ave. to Audubon Boulevard; plans and specifications on file with City Engineer; deposit \$200; City Engineer will furnish blank proposal forms.

Paving.—City Clerk, Laurel, Miss., receives bids until 2 P. M. October 15 to pave Front, Oak and Magnolia Sts. and Central and Fifth Aves. with wood blocks or vitrified brick; plans and specifications on file with

City Clerk; certified check \$200; P. C. Cook, Street Commissioner.

Paving.—A. N. Sloan, Commissioner Department Streets and Sewers, Chattanooga, Tenn., receives bids until 10:30 A. M. October 1 to improve North Prospect, Arcade and Cameron Sts. from 6th St. to Grand Drive (Paving District No. 49); bids received for asphalt-macadam paving by both mixing and penetration methods; blank proposal forms, specifications, etc., furnished by clerk of department; applications to be accompanied by certified check for \$5; each bid to be accompanied by certified check for \$25.

Planing Mill.—See "Box Machinery."

Plumbing.—D. R. Douglas, Captain Company "I," First Regiment, Maryland National Guards, Salisbury, Md., wants prices on plumbing materials for armory.

Plumbing Supplies.—Opelousas Plumbing Co., W. J. Sandoz, president, 121 W. Landry St., Opelousas, La., wants prices on plumbing supplies, including sanitary fixtures, bathtubs, lavatories, closets, etc.

Pumps.—G. H. Whaley, 59 Chapel St., Charleston, S. C., wants to correspond with manufacturers of pumps, with view to agency.

Pumping Plant.—Treasury Department, Office of Supervising Architect, Oscar Wenderoth, Washington, D. C. Proposals received until 3 P. M. October 18, then opened, for air lift pumping plant at United States postoffice and courthouse at London, Ky., in accordance with specifications and drawings, copies of which may be obtained from custodian at site and at this office at discretion of supervising architect.

Rails.—Huettel Coal & Coke Co., Norton, Va., wants prices (delivered) on one car (or less) of 16-pound new or relaying steel rails; prompt shipment.

Railing.—People's Bank, Dixon Springs, Tenn., wants prices on 30-foot wainscoting and railing.

Road Construction.—Tazewell County Supervisors, C. W. Greerer, clerk, Tazewell, Va., receive bids until noon September 28 to construct and improve about 65 miles of road in Clear Fork Magisterial District; work divided into five sections, on each of which separate bids will be received.

Road Construction.—Jackson County Road Commissioners, District No. 4, W. W. Grinstead, Gantier, Miss., secretary, will let contract at noon October 7 at courthouse, Pascagoula, Miss., for construction of about two miles steel road and three miles dirt road.

Road Construction.—Bids received at office of Disbursing Clerk until 2 P. M. September 27 to construct section of experimental roadway on Rockville Pike from Bradley Lane to Station 210; information furnished by Disbursing Clerk; W. M. Harts, acting Secretary United States Department of Agriculture.

Road Construction.—Marengo County Commissioners, courthouse, Linden, Ala., receive bids until 10 A. M. October 22 for grading and surfacing with sand-clay four miles of road; amount to be expended \$8000; profile and specifications on file courthouse, Linden; certified check \$400; W. S. Keller, State Highway Engineer, Montgomery, Ala.

Road Construction.—Bids received by Board of Revenue of Montgomery county, Montgomery, Ala., until noon October 7 for grading about five miles of Snowdown-Chambers Rd.; profiles and specifications may be had in office of Thos. H. Edwards, Acting County Engineer.

Road Construction.—Bids received by Board of Revenue of Jefferson county at courthouse, Birmingham, Ala., until noon October 24 for grading, draining and surfacing with chert three miles of old Stouts Rd.; expenditure \$8000; certified check \$400; plans on file in office of County Engineer and State Highway Department; W. S. Keller, State Highway Engineer, Montgomery, Ala.

Road Construction.—Fayette County Fiscal Court and Road Committee, Lexington, Ky., receive bids until September 23 for construction of various roads; C. F. Estill, superintendent of turnpikes.

Road Construction.—Proposals addressed to G. L. Holley, secretary, Booneville, Miss., received by Highway Commissioners of Supervisors' District No. 1, Prentiss county, Mississippi, until 10 A. M. October 14 (extended date) for permanent improvement of about 25 miles of roads; novaculite, chert or gravel for finishing surface; to be compacted with roller; alternate bids on sand-clay surfacing; concrete in construction of smaller bridges and culverts; vitrified pipe where practicable; bids invited for entire work, or any division thereof separately, consisting of grading, bridging, surfacing and furnishing

material necessary; plans, profiles and specifications on file at office of Chancery Clerk of Prentiss county and at office of Xavier A. Kramer, engineer, Magnolia, Miss.; blank forms for proposals furnished upon application to engineer or commission; certified check \$1000.

Road Construction.—Ohio County Commissioners, George Kress, president, Wheeling, W. Va., receive bids until 10 A. M. September 30 to grade and pave with stone River Rd. from north corporation line of Warwood to county line at Short Creek; length, 22,054 feet, or 4.3 miles; width of pavement 12 or 14 feet, as may be determined; cubic yards grading, based on 14 feet width, 7000; cubic yards sandstone foundation, 5717; cubic yards limestone macadam, 3811; crushed limestone to be used as alternative material for complete construction of stone road instead of sandstone foundation covered with limestone macadam as above; cubic yards, based on 14 feet width, 5717; certified check \$1000; plans and specifications on file at office of Commissioners.

Road Construction.—Perry County Commissioners, Marion, Ala., receive bids until 2 P. M. October 21 for grading, draining and surfacing with gravel four miles of Burroughs Ferry Rd.; certified check \$400; W. S. Keller, State Highway Engineer, Montgomery, Ala.

Road Construction.—Perry County Commissioners, Marion, Ala., receive bids until 2 P. M. October 21 to grade, drain and surface with sand-clay about four miles of

San Francisco; also from United States Engineer offices in Seattle, Los Angeles, Baltimore, Philadelphia, Pittsburgh, Boston, Buffalo, Cleveland, Cincinnati, Chicago, St. Louis, Detroit, Chattanooga, Louisville, Mobile and Galveston; Commercial Club, Kansas City, Mo.; Chamber of Commerce, Quincy, Ill., and Commercial Club, Tacoma, Wash. F. C. Boggs, Major, Corps of Engineers, U. S. A., General Purchasing Officer.

Safe.—People's Bank, Dixon Springs, Tenn., wants prices on burglar-proof safe.

Screens, etc.—Charles D. Benbow, Jr., Greensboro, N. C., wants prices on inside blinds and brass screens for \$5000 residence.

Sewage-disposal Plant.—Bids received by Cleburne Sewer Co., Cleburne, Tex., until noon September 26 for construction of sewage-disposal plant, as per plans and specifications on file in their office and of Muller & West, 222 Slaughter Bldg., Dallas.

Sewer Construction.—Baltimore (Md.) Board of Awards receives bids at office of City Register, City Hall, until 11 A. M. October 2 to construct Section 7 of high-level interceptor, contract No. 102, and Locust Point trunk sewer, sanitary contract No. 103, as shown on plans on file in office of Calvin W. Hendrick, chief engineer Sewerage Commission; specifications and plans obtainable upon application at Office of Sewerage Commission, Room 904 American Bldg.; charge of \$5 made for each specification and blueprint; certified checks to be deposited with each bid as follows: Sanitary contract No.

Sewer Construction.—South Norfolk Sewerage Co., Matt M. Tunis, secretary, 722 Bank of Commerce Bldg., Norfolk, Va., receives bids until noon September 26 to construct main outfall sewer in South Norfolk; plans and specifications on file at above address.

Skidding Machinery.—See "Hoisting Engine."

Steel Attachments.—King Seed & Implement Co., Richmond, Va., wants addresses of manufacturers relative to bending and shaping large quantity of small light steel attachments.

Steel Sheaves.—Skinner Iron Works, Sumter, S. C., wants to correspond with manufacturers of steel sheaves for skidder work, etc.

Steam Shovel.—Dwight F. Hill, sales manager Maryland Equipment & Supply Co., 707 Equitable Bldg., Baltimore, Md., wants second-hand steam shovel mounted on traction trucks, three-quarters, one and one and one-quarter yard dipper.

Steam Shovel.—C. D. Riggsbee, Durham, N. C., wants to buy or rent small steam shovel.

Structural Steel.—Santee River Cypress Lumber Co., Ferguson, S. C., wires Manufacturers Record: "Open for bids on concrete floor structural steel planing mill and box shop building and equipment."

Structural Steel.—Sealed proposals received at office of General Purchasing Officer, Isthmian Canal Commission, Washington, D. C., until 10:30 A. M. October 12, and then opened in public, for furnishing structural steel for hydro-electric station. Blanks and general information relating to this circular (No. 735) may be obtained from this office or offices of assistant purchasing agents, 24 State St., New York, and 614 Whitney-Central Bldg., New Orleans; also from United States Engineer offices in Baltimore, Philadelphia, Pittsburgh, Boston, Buffalo, Cleveland, Cincinnati, Chicago, St. Louis, Detroit, Milwaukee, St. Paul, Chattanooga, Louisville, Mobile and Galveston; Commercial Club, Kansas City, Mo., and Chamber of Commerce, Quincy, Ill. F. C. Boggs, Major, Corps of Engineers, U. S. A., General Purchasing Officer.

Syrup-mill Machinery.—J. B. Henly, Florence, Ark., wants prices on syrup-making outfit, including steam boilers, engines, cane mill, evaporators or boilers, skimmers, coolers, etc.; capacity of mill 3000 gallons syrup annually.

Telephone Equipment.—Fredericksburg Light & Power Co., Fredericksburg, Tex., wants prices on poles, wire, alternating-current generator, switchboard, transformer, etc.

Title Machines.—See "Ditching Machinery, etc."

Time Recorders.—Crafton & Darnell Electro Magnetic Time Recorder Co., J. C. Darnall, president, Box 132, Staunton, Va., wants prices from manufacturers relative to manufacture of electro-magnetic time recorders or watchmen's clocks; specifications on application.

Towers and Tanks.—G. H. Whaley, 59 Chapel St., Charleston, S. C., wants to correspond with manufacturers of towers and tanks with view to agency.

Water-depth Measuring Machine.—Levant American Commercial Co., 80 Malden Lane, New York, wants address of manufacturer of lately-invented automatic machine for investigating depth at which water may be found.

Water-works.—E. E. Davis, superintendent water-works, Room 103, City Hall, Richmond, Va., receives bids until 2 P. M. October 3 for furnishing and installing 20-inch cast-iron water main across and in bottom of James River from north shore to and across (or through) eastern end of Belle Isle; thence across and in bottom of James River to south shore; also proposals will be received for doing above work, pipe for same to be furnished by city instead of contractor; bidders requested to visit and look over site of work; specifications, plans and information may be obtained in above office; deposit of \$10 required for each set of plans and specifications; bids to be addressed to the Committee on Water; certified check \$500.

Water-works.—City of Port Arthur, Tex., receives sealed bids until 3 P. M. October 15 (at which time they will be publicly opened in office of C. C. Crew, consulting engineer, Port Arthur) for water-works improvements, including 33,920 linear feet 27 or 30-inch wood pipe for 50-foot head; 700 linear feet 16-inch wood pipe for 50-foot head; 31,700 linear feet trenching and backfilling (average cut 5 feet, maximum 8 feet, minimum 4 feet); covered receiving reservoir (concrete), 00x150x12 feet; two open settling basins (earth), 60x150x6 feet; covered sand trap

FOR the benefit of business concerns, engineers, contractors, machinery manufacturers, dealers and others who find it profitable to follow up daily the industrial, commercial, railroad and financial development of the South and Southwest as published in this Construction Department,

We issue every Business Day in the Year THE DAILY BULLETIN

The construction news as published in the Daily Bulletin is invaluable to all business people who want to keep in daily touch with the organization of business enterprises of all kinds throughout the whole South. Unlimited possibilities for the creation of business, for securing contract work, for the sale of machinery and supplies of all kinds, for bond buyers and others, are to be found through a close following up of the news in the Daily Bulletin.

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The subscription price is \$25.00 a year. Are you a subscriber to it, or an advertiser in it? If not, you are missing an opportunity for profitable business.

Elk Ferry Rd.; expenditure \$8000; certified check \$400; also five miles of Marion end of Unington Rd.; certified check \$500; plans and specifications on file with engineer at Marion; George C. Scales, County Highway Engineer.

Road Construction.—Bids received by Commissioners of Coosa county at Court-house, Rockford, Ala., until 1 P. M. October 15 for grading, draining and surfacing with topsoil six miles of Kellington and Rockford Rd.; certified check \$400; W. S. Keller, State Highway Engineer, Montgomery, Ala.

Road Machinery.—Board of County Commissioners, Palm Beach county, Fla., will open bids noon October 1 on six to eighteen gasoline road roller. Address Hutson B. Saunders, Jr., clerk, West Palm Beach, Fla.

Road Machinery.—Tallahatchie County Commissioners, Charleston, Miss., will want prices about January 1 for road machinery; J. A. Shores, R. F. D., Enid, Miss., member of Board of Supervisors.

Roofing.—W. E. Ward, Pineapple, Ala., wants prices on roofing tin, 10 and 12-pound coating, and galvanized-iron gutter.

Roofing, etc.—Sealed proposals received at office of General Purchasing Officer, Isthmian Canal Commission, Washington, D. C., until 10:30 A. M. October 14, then opened in public, for furnishing cement tile roofing and framed yellow pine timbers. Blanks and general information relating to this circular (No. 735) may be obtained from this office or offices of assistant purchasing agents, 24 State St., New York; 614 Whitney-Central Bldg., New Orleans, and 1086 North Point St.,

(steel or concrete), 20x15 feet; covered sand trap (steel or concrete), 32x15 feet; two 30-inch, two 16-inch, six 12-inch, one 8-inch and one 4-inch F. B. double gate valves; 30x16-inch cast-iron Y; 16x16-inch cast-iron Y; 16x12-inch cast-iron Y; 16x12-inch cast-iron T; 16x4-inch cast-iron T; 16-inch cast-iron 45° bend; four 12-inch cast-iron ell; two 12-inch special flanged fittings to connect to 24-inch casing; 30x8-inch special blow-off, with man-hole; automatic air valve; 12-foot 24-inch strainer; 80 feet 12-inch cast-iron pipe, class A; plans, profiles and specifications in office of consulting engineer, from whom further information may be obtained. Copies of plans furnished upon deposit of \$10; certified check for 5 per cent. of bid; in addition to prices, all bids to state time of beginning and of completing work, and bidder be prepared to furnish bond equal to full amount of contract. Address bids to G. H. Eubank, chairman Utilities Commission; L. D. Heckman, City Clerk; G. N. Bliss, Mayor.

Water-works Pumping Plant.—M. D. Shannon, Mayor, Morgan City, La., receives bids until 8 P. M. October 22 for furnishing all material and erecting complete pumping station for city water-works. Specifications and blank forms of proposal can be obtained from consulting engineer, Xavier A. Kramer, Magnolia, Miss.; plans are on file at Mayor's office in Morgan City, and at office of engineer. Plans furnished upon deposit of \$10; certified check \$250; A. B. O'Brien, secretary.

Water-works Systems.—G. H. Whaley, 50 Chapel St., Charleston, S. C., wants to correspond with manufacturers of small water-works systems for dwellings; view to agency.

Water-works Supplies.—Proposals received by Board of Water Commissioners, 510 Middle St., Portsmouth, Va., until noon on October 15 for following: Furnishing cast-iron pipe and special castings; approximately 9700 tons pipe 4 to 24 inches and 75 tons specials 4 to 24 inches; furnishing valves and hydrants, approximately 400 valves and 325 hydrants; furnishing valve boxes and man-hole rings, approximately 325 valve boxes and 25 man-hole rings; hauling and laying water mains, valves and appurtenances, approximately 223,400 feet 4 to 20 inches, 350 valves and 325 hydrants; hauling and laying force mains, approximately 30,000 feet 24-inch mains and 10 valves; plans, specifications and instructions to bidders obtainable.

Water-works Supplies.—F. S. Shields, secretary Sewerage and Water Board, Room 508 City Hall Annex, New Orleans, La., receives bids until 3 P. M. October 2 to furnish following supplies: Cast-iron sewage boxes; valves and hydrants; castings; feed; lead pipe and solder; meter boxes. Specifications with blank form of proposal can be obtained on application at office of board; Geo. G. Earl, general superintendent.

Well-drilling.—Board of Mayor and Aldermen, Lambert, Miss., will, at meeting to be held at 8 P. M. October 1 at Mayor's office, receive bids for sinking artesian well to overflow not less than 150 gallons of water per minute; contractor to furnish piping, casing, fixtures and other appliances and attachments and deliver well complete; well to be within corporate limits; prices to be quoted on both black and galvanized casing, including strainer to be attached to casing at bottom of well; S. Ingram, Town Clerk.

Well-drilling, etc.—Consolidated Oil & Gas Co., 1207 Commerce St., Dallas, Tex., will open well-drilling and piping proposals, etc., in about 90 days.

Well-drilling.—Bids for drilling deep well for city of Higginsville, Mo., received at office of City Clerk until 6 P. M. September 24; bids submitted on following propositions: First—Well 15 inches in diameter to depth of 200 feet, cased with pipe furnished by city; then drill 10 or 12-inch hole from this point to about 1000 feet in depth, as found necessary. Second—Well to be 13½ inches in diameter to depth of about 350 feet, cased with pipe furnished by city; then drill 8½ or 10-inch hole from this point to depth of about 1000 feet, as found necessary; casing to be placed by contractors without extra cost; water supply tests to be made from time to time as directed by city; Sam J. Klein Schmidt, Mayor; Ralph Huscher, City Clerk.

Window Blinds.—See "Screens, etc."

Wire Machinery.—Wayne Hending Co., Malden, Mo., wants addresses of manufacturers of machines for making looped bale ties of wire.

Woodworking Machinery.—Colleton Mercantile & Manufacturing Co., Ritter, S. C., wants to correspond with manufacturers or dealers in machines for cutting oak wood.

ACTIVITIES AT KISSIMMEE.

Development on Industrial and Business Lines.

[Special Cor. Manufacturers Record.]

Kissimmee, Fla., September 17.

Kissimmee, the county-seat of Osceola county, is enjoying the greatest era of prosperity since its incorporation as a city. It holds the strategic key to the vast expanse of fertile prairie land lying directly south and extending to Lake Okeechobee. Through this city filters the bulk of supplies needed in that rich territory. Kissimmee is in water communication with the Gulf of Mexico. Semi-weekly steamers ply between this point and Fort Myers, engaged in a steadily-growing commerce. Arrangements are now being made to connect Lake Tohopekaliga with the St. John's River in a canal. This will give a through waterway from the Gulf to Jacksonville, and will greatly enhance the commercial activities of the interior cities. A street railway is projected from Orlando to Kissimmee, and the new division of the Florida East Coast Railway will be driven south from here to a point on the east bank of Lake Okeechobee. Nineteen stable land companies have headquarters in Kissimmee. E. H. McKoy of New Orleans, the turpentine cup manufacturer, has just concluded a purchase of 275,000 acres of land lying adjacent to this place. This embraces the old Prosper colony tract and several additional. The Narcoossee Farm & Townsite Co. is throwing open 7000 acres to the investing public. This is being marketed in small truck farms, the originators or promoters agreeing to purchase the products of the farmers and utilize it in their markets at Cincinnati and other Ohio centers.

Every industry in Kissimmee originated through the needs of this immediate community and is prospering as the city advances. A new tanning establishment has been put in operation recently. It was found that the palmetto was especially rich in tannic acid properties, which made this place an ideal location for the factory on account of that particular wood being indigenous. A canning and evaporating plant takes care of the excess fruit and vegetables. Catfish are shipped to St. Louis at the rate of one car per week. A new shingle mill is preparing for steady operation with a capacity of one car per day.

The city is noted for its progressiveness. One local bank has taken the last two issues of municipal bonds, amounting to \$103,000, forcibly demonstrating that the city is amply prepared to meet any exigencies along financial lines. The main thoroughfares are paved, and there is an excellent system of sewers and electric lighting. The last figures of the assessor shows that the city valuation had increased to \$1,379,483, an increase of 47.04 per cent. over the 1911 appraisal. This is based on a 63½ per cent. valuation. A public accountant in his audit reveals the fact that the municipal lighting plant earned a net profit of \$6000 last year, and this with all subscribers perfectly satisfied with the kilowatt rate.

The County Commissioners are contemplating the erection of a new courthouse. The School Board wants the old courthouse for a ward school building. Municipal docks are planned and backed by the unanimous vote of the Board of Trade.

A drainage ditch costing \$10,000 was constructed without any preliminaries on the part of the Council. This reclaims a large area lying in the corporate limits. The cost of this work was assumed by the city, but property-holders were the beneficiaries. The Board of Trade is unusually active. The population is approaching the 6000 mark.

D. B. POTTS.

FINANCIAL NEWS

The MANUFACTURERS RECORD invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

Review of the Baltimore Market.

Office MANUFACTURERS RECORD,

Baltimore, Md., September 25.

The Baltimore stock market continued quiet during the past week, and the trading showed sales thus: United Railways common, 26½ to 26½; do, incomes, 65½ to 65½; do, funding 5s, 89; do, notes, 105 to 104½; do, 4s, 84½ to 85; Consolidated Gas, Electric Light & Power preferred, 110½ to 112; do, 4½s, 88½; Consolidated Gas 4½s, 95 to 95½; Seaboard 4s, stamped, 86; do, adjustment 5s, 78; Mt. Vernon-Woodberry Cotton Duck 5s, 74½; G. B. S. Brewing incomes, 14½; do, 4s, 52½.

Bank stocks sold as follows: Union, 134½; Western, 37; Bank of Baltimore, 167 to 166; First National, 141; Mechanics', 30.

American Bonding sold at 76; United States Fidelity, 180½; Finance & Trust preferred, 100; Maryland Casualty, 100½.

Other securities were traded in thus: Canton Company, Baltimore, 137½; City & Suburban (Washington) 5s, 102½; Fairmont & Clarkburg Traction 5s, 100½; Memphis Street Railway 5s, 97½; Houston Oil common, trust certificates, 17½ to 18½; do, preferred, do, 68 to 66½, with last sale at 67½; do, dividend certificates, 84 to 85; Merchants' & Miners' Transportation Co., voting trust, 80½ to 79, with last sale at 79½; Baltimore Electric preferred, 43; do 5s, stamped, 97½; City & Suburban (Baltimore) 5s, 104½; Danville Traction & Power 5s, 91 to 91½; Washington, Baltimore & Annapolis 5s, 90½ to 90; do, preferred, 33½ to 34½; Maryland & Pennsylvania Terminal 5s, 90; Virginia Railway & Power 5s, 96; Pennsylvania Water & Power common, 66 to 66½; Wilmington & Weldon 4s, 99; Georgia, Carolina & Northern 5s, 105; Northern Central Railway stock, 125 to 125½; Norfolk Railway & Light common, 27½ to 27½; Atlantic Coast Line convertible debenture 4s, 104½ to 105½; Anacostia & Potomac 5s, 99½ to 100; Consolidation Coal, 102½; do, refunding 5s, 93½; Virginia Midland 5th, 105; Baltimore City 3½s, 1054, 93½; Norfolk & Portsmouth Traction 5s, 89½; Augusta & Aiken preferred, 80; Detroit United 4½s, 76½; Maryland Electric 5s, 98½ to 98½; New Orleans, Mobile & Chicago 5s, 88½; New Orleans, Mobile & Chicago 5s, 88½; Atlantic Coast Line of Connecticut, 270 to 271½; Macon, Dublin & Savannah 5s, 100; Baltimore, Sparrows Point & Chesapeake 4½s, 96 to 95; American Smelting & Refining, 88.

SECURITIES AT BALTIMORE.

Last Quotations for the Week Ended September 25, 1912.

Railroad Stocks. Par. Bid. Asked.

Atlantic Coast of Conn.	100	271½	272
Maryland & Pennsylvania	100	361½	40
Norfolk Railway & Light	25	27½	27½
Seaboard Com.	100	22	21
Seaboard Pfd.	100	52	52
United Rys. & Elec. Co.	50	26	26½
Virginia Ry. & Power Com.	100	47	47
Western Maryland	100	38½	38½

Bank Stocks. Par. Bid. Asked.

Bank of Baltimore

Citizens'

Drovers' & Mechanics'

Exchange

Mechants'

Union

Western

100 165 167

10 42 ***

100 210 ***

100 165 ***

100 28 31

100 180 181½

100 121½ 134½

21 37 ***

100 165 167

100 165 167

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Established 1835

The Merchants National Bank

South and Water Sts., BALTIMORE, MD.
 DOUGLAS H. THOMAS, President.
 WM. INGLE, Vice-Pres. and Cashier.
 J. C. WANDS, Asst. Cashier.
 JOHN B. H. DUNN, Asst. Cashier.
 Capital \$1,500,000
 Surplus and Profits \$900,000
 Deposits \$12,000,000

Accounts of Banks, Bankers, Corporations and Individuals solicited. We invite correspondence.

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United States Depository and Disbursing Agent.
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 Municipal and Corporation
 Cotton Mill Stock a Specialty

WM. S. GLENN, Broker - SPARTANBURG, S. C.

JOHN NUVEEN & CO.

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We purchase SCHOOL, COUNTY and MUNICIPAL BONDS. Southern Municipal Bonds a Specialty.
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RESOURCES \$14,975,352.57

DEPOSITS DEC. 31, 1909..... \$ 8,041,252.59

DEPOSITS DEC. 31, 1910..... 8,809,843.00

DEPOSITS DEC. 31, 1911..... 10,344,570.57

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OF BALTIMORE

CAPITAL - \$1,500,000.00

SURPLUS - \$3,000,000.00

cern, for the fiscal year ended June 30, 1912, were \$30,449,451.63, a decrease of \$10,199,933.45 as compared with the next preceding year, and the net earnings (after deducting cost of manufacturing, maintenance, administrative expenses and depreciation) were \$2,331,904.48, a decrease of \$1,790,965.81. Profit was \$1,867,554.21 after paying interest, etc., on bonds of constituent companies, coupon notes, etc., and there was a surplus left amounting to \$117,554.21 after paying dividends of 7 per cent. on the preferred stock. Last year the surplus was \$1,515,561.76, these figures being from the income account presented in the annual report.

It is noted that the gross earnings, although so much less than last year, show an improvement as compared with the year of extreme depression (1908-1909), but they still reflect far from normal business conditions. Nevertheless, since the first of 1912 there has been a much stronger demand for new locomotives, so that the amount of unfilled orders on the company's books July 1 was \$14,450,000, or considerably more than twice as much as on the same date a year ago, when the unfilled orders amounted to only \$6,015,000. Moreover, the earnings were seriously affected by the strike of boilermakers, which lasted from October to February. This, President W. H. Marshall says, affected practically all the company's plants.

The balance-sheet states the total assets of the American Locomotive Co. and its subsidiary at \$79,487,474.49, including the cost of property at \$53,019,951.93, and convertible assets (the cash thereof being \$1,375,540.39) amounting to \$23,783,454.21.

Capital stock is \$25,000,000 each of preferred and common. Bonds (on constituent companies) are \$2,305,000, and coupon notes \$8,600,000. The total balance to profit and loss is \$9,674,225.38.

Capital and Rates.

"The Relation Between Capital and Rates," by Frederick Strauss, has been published in pamphlet form. This was an address delivered by him at the University Club, New York, several months ago, when Mr. J. G. White gave a dinner to the J. G. White Club. Mr. Strauss discussed his subject most entertainingly and instructively. The presentation of his address in a pamphlet will, therefore, be welcome to many who may wish to preserve it. He is a member of the railroad securities commission appointed by President Taft, and is also of the firm of J. & W. Seligman & Co., and a director of J. G. White & Co., Inc.

Analyzing Railroad Reports.

"How to Analyze Railroad Reports" is the title of a handsome textbook just published by the Analyses Publishing Co., 35 Nassau street, New York. It is by John Moody, a well-known authority concerning corporation securities, and it is written from the standpoint of the investors in railroad stocks and bonds, to all of whom it should prove of great value. By following the methods outlined in the volume for analyzing railroad statements any investor can ascertain the worth of the securities he holds, whether they be stocks or bonds. Certainly the book fills a long-felt want.

Insurance Companies Amalgamate.

With the name of the Jefferson Standard Life Insurance Co., the Security Life & Annuity, the Greensboro Life and the Jefferson Standard Life insurance companies have been amalgamated at Greensboro, N. C., with Messrs. Geo. A. Grimsley, president; Jos. G. Brown of Raleigh, P. H. Haynes of Winston and J. Van Lindley of Greensboro, vice-presidents; C.

C. Taylor, secretary; Chas. W. Gold, treasurer and manager of renewals and inspection; L. M. Johnson, assistant treasurer; Julian Price, manager of agents; Dr. J. P. Turner, medical examiner, and Jos. G. Brown, Chas. E. Johnson, both of Raleigh; Geo. A. Holderness of Tarboro, H. C. McQueens of Wilmington and W. A. Blair of Winston, executive committee. The amalgamation has a total of \$39,000,000 of insurance in force, \$3,500,000 of assets and \$1,750,000 annual premium income and \$750,000 surplus to policy-holders. It proposes to erect a 10-story home.

FINANCIAL CORPORATIONS.

Ala., Tuscaloosa.—The Alabama State Savings Co. will, it is reported, begin business on October 1. Directors: W. S. Wyman, Jr., president, and L. W. Ashley, vice-president; B. L. Wyman, Rush Ashley, T. H. Jack and T. B. McCalla.

Ark., Conway.—The Farmers' State Bank is reported being organized by S. G. Smith, Frank Farris and G. W. Adkisson. Business is expected to begin about December 1.

Ark., Fayetteville.—The Guaranty Trust Co. is reported incorporated with \$100,000 capital.

Fla., Haines City.—Reported that a new bank is soon to be established at Haines City with \$15,000 capital. Haines City and Kissimmee parties are said to be interested.

Ga., Atlanta.—The Colonial Trust Co. of Atlanta is reported to have made application for a charter; capital \$250,000. Incorporators: Joseph H. Williams, Porter Langston, M. C. King, J. S. Sleeter and H. O. Graddy, all of Atlanta.

Ga., Claxton.—J. C. Edwards of Claxton and Mills B. Lane of Savannah are reported interested in the new bank being organized at Claxton.

Ga., Hawkinsville.—The Pulaski County Bank is reported to have begun business; capital \$50,000. J. Pope Brown and others incorporators. (See Manufacturers Record, September 12.)

Ga., Reidsville.—The Bank of Reidsville is reported being organized by J. A. Sasser, secretary of the Bankers' Trust Co. of Atlanta, and Johnson H. Pace.

Ga., Roopville.—The Bank of Roopville has made application for a charter; capital \$25,000. Petitioners, L. A. Ware, W. T. Freeland, T. H. Garrett, Lee Garrett, A. B. Brazil, W. A. Garrett, J. B. Merrell, W. Y. Thomason, Frank Roop, J. T. Veal, J. W. Pentecost and W. C. Findly.

Ga., Sale City.—The Farmers and Merchants' Bank is reported being organized with John D. Walker, president; A. G. DeWitt and J. J. McEvo, vice-presidents, and L. T. Brown, cashier.

Ga., Valdosta.—The Exchange Bank is reported to have begun business; capital \$100,000. Incorporators: A. C. Mizell, S. S. Davis and others. (See Manufacturers Record, July 4.)

Ky., East Bernstadt.—Official: The First National Bank of East Bernstadt incorporated; capital \$25,000; directors, J. W. Creech, S. L. Bastin, C. A. Huff, C. A. Cartell, Jas. Davidson, Anton Blunschi, Max B. Sewell, Sue E. McNeill and W. R. Harned.

Ky., Bandana.—Local business men are reported organizing a new bank.

La., Leonville.—The Union Bank & Trust Co., Opelousas, La., confirms reports that arrangements have been made to open a bank at Leonville. Business is to begin October 1.

La., Morgan City.—Official: The People's State & Savings Bank of Morgan City chartered; capital \$40,000. Oscar Zenor of Calumet, La., is among those interested. Business is to begin January 1, 1913.

Md., Baltimore.—The People's Protective Building & Loan Association is incorporated; capital \$104,000. Incorporators, T. Donald Elliott, Chas. A. Beaumont and Howard M. Towles.

Md., Towson.—The Baltimore County Bank, capital \$20,000, is reported incorporated with the following directors: John Crowther, Duane H. Rice, Martin J. O'Hara, W. Clarence Craumer, Ernest C. Hatch, Wilton Greenway, Robert B. Deford, James E. Green, Harry W. Hook, Judge Frank L. Duncan, Major Thomas B. Gatch and A. D. Stebbins. The new bank will conduct business at the old banking house of the Towson National Bank, on the York Rd. near Pennsylvania Ave.

Mo., Arbela.—The State Bank of Arbela, capital \$10,000, is reported incorporated by

F. M. Riebel, J. L. Racy, W. A. Tucker and others.

Mo., St. Louis.—The Metropolitan Trust Co. is reported being organized by W. E. Howett, 1223 Amherst Pl., and others.

N. C., Clyde.—Official: The Bank of Clyde chartered; began business September 3 with the following directors: John D. Wood and A. H. Miller, both of Greer, S. C., and E. A. Wood of Clyde, N. C. The bank began with \$10,000 and \$5000 is to be disposed of later.

Okla., Broken Arrow.—Official: The Citizens' National Bank of Broken Arrow chartered; capital \$25,000; surplus \$1000. Organizers: W. P. Fraker, president; L. T. Tryon, cashier; Lew Laws, J. W. S. Bowers, J. W. Shippey and E. E. Laster. Business began September 16. This is a conversion of the First State Bank.

Okla., Salina.—Official: The Bank of Salina incorporated; capital \$10,000; C. L. Pratt, Jr., president, Pryor, Okla.; D. H. Pratt, cashier, Salina; R. E. Adair, vice-president, Adair, Okla.; R. E. Morris, Leach, Okla., and J. M. Waggoner, Locust Grove, Okla. Business began September 16.

Okla., Tulsa.—Official: The Liberty National Bank chartered; capital \$100,000; A. E. Lewis, president; E. A. Ross and N. W. Mayglinnes, vice-presidents, and W. L. Lewis, assistant cashier. This succeeds the Tulsa State Bank.

S. C., Branchville.—Official: The Branchville Building and Loan Association chartered; capital \$25,000; L. H. Fairley, president; P. E. Dukes, vice-president; J. B. Williams, Jr., secretary and treasurer; W. C. Martin, solicitor; directors, L. H. Fairley, S. Weatherby, O. W. Smoak, B. X. Minus, P. E. Dukes, W. C. Martin and P. P. Bethea. Business began September 1.

S. C., Bishopville.—The First National Bank of Bishopville, capital \$50,000, is reported chartered; J. S. Corbett, president, and D. A. Quattlebaum, cashier. This is a conversion of the Merchants and Planters' Bank of Bishopville.

S. C., Elliott.—The Bank of Elliott is reported chartered; capital \$10,000; G. A. Lemmon, president, and W. E. Durlant, vice-president and cashier.

S. C., Lydia.—Official: The Bank of Lydia incorporated and chartered; capital \$10,000; Incorporators, B. S. Josey, W. W. Davis, Lydia; D. S. McKeithon, Darlington; C. A. Smith, Timmonsville, and J. W. Manard, Cheraw, S. C. Business is to begin about November 1.

S. C., Sandy Springs.—The Bank of Sandy Springs, capital \$20,000, is reported organized with the following officers: President, B. F. Mauldin; cashier, Fred Patterson. Directors, B. F. Mauldin, J. D. McIlroy, J. B. Douthit, D. L. Reid, Eugene Sitton, A. M. Milam, Harrison Moore and J. R. Garrison.

S. C., Winnisboro.—The Winnisboro Trust Co. is reported to have been granted a commission; capital \$25,000. Petitioners, A. T. Brown, cashier.

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B. Cathcart, T. N. Kitchen, Samuel Lindsay, J. W. Cathcart and C. H. Elliott.

Tenn., Dixon Springs.—Official: The People's Bank chartered and incorporated; capital \$10,000. Directors, S. M. Young, president; Webb Allen, vice-president, and A. W. Burton, cashier; W. W. Chambers, M. L. Wright, H. B. Wright, Tom M. Bensley, John W. Gregory and Robert A. Cornwell. Business is expected to begin within 30 days.

Tenn., McMinnville.—The City National Bank of McMinnville is reported being organized; capital \$75,000. Organizers, J. Walling, H. S. Stroud, A. H. Faulkner and E. W. Walling. This is to succeed the City Bank & Trust Co. of McMinnville.

Tex., Aransas Pass.—Official: The First National Bank of Aransas Pass chartered; capital \$25,000; surplus \$2500. T. B. Wheeler, W. N. Porter, Albert Warren, L. T. Ayers, W. H. Young and Linton J. Usher. Business is to begin about October 15.

Tex., Cat Spring.—Official: The Cat Spring State Bank chartered; capital \$10,000; surplus \$5000; Chas. Dittert, president; C. Theuman, cashier; Aug. Kinkler, vice-president, and Leo Dittert, assistant cashier. Business began September 2.

Tex., Hagerman.—Official: The Hagerman State Bank incorporated; capital \$10,000; surplus \$1000; organizers, J. A. Wolfe, W. J. Gardiner, J. P. Smith, R. H. Jewell, W. R. Brents, S. H. Keyes and W. N. Smith. Business is to begin October 1.

Tex., Houston.—Official: The Equitable Loan Society of Houston, capital \$50,000, will begin business October 1 with A. Lipper, 331-344 Union National Bank Bldg., president; Geo. Lipper, secretary and treasurer; B. M. Levy, 102 Travis St., vice-president.

Tex., Kingsbury.—The First National Bank of Kingsbury is reported chartered; capital \$25,000. J. A. Lynch is president and W. M. Wood cashier.

Tex., Rockdale.—Official: The Citizens' State Bank incorporated; capital \$30,000; began business September 5. H. C. Meyer is president. (See Manufacturers Record September 13.)

Tex., Sweetwater.—The Great Western Loan & Trust Co. is reported chartered with \$2,000,000 capital. Carl McCauley, formerly president of the Farmers & Merchants' State Bank, will be president.

Tex., Waco.—The Bankers' Trust Co. of Waco has filed its charter; capital \$250,000. Incorporators, E. Rotan, W. J. Neale, George V. Rotan, W. G. Lacy and E. W. Marshall.

Va., Suffolk.—The American Bank of Suffolk, capital \$50,000, will, it is reported, begin business on Main St. October 1. Directors, B. L. Saunders, president; W. R. Frazier, first vice-president; G. G. Coulbourn, second vice-president; Ernest E. Jones, cashier; P. D. Bain, G. Lloyd Bell, R. L. Brewer, Jr., S. R. Brockenbrough, Dr. H. W. Campbell, M. A. Cross, J. M. Forehand, Tyner, N. C.; C. B. Godwin, Chuckatuck; Jos. P. Hall, C. O. Harrell, J. W. Hosier, W. S. Thomas, George B. Walton, F. G. Whaley, J. L. Williams and Z. T. Yates.

W. Va., Reedy.—The First National Bank of Reedy is reported approved; capital \$25,000. Organizers, G. J. Hamble, G. M. Duke, M. Depur and J. M. Seaman.

NEW SECURITIES.

Ala., Gadsden.—An election will probably be ordered, it is reported, to vote on \$20,000 of Etowah county hospital bonds.

Ark., Texarkana.—October 21, it is reported, an election is to be held to vote on \$50,000 of 5 per cent, 15-20-year bonds for erection of school at Rose Hill. A. C. Stuart is president Board of Education.

Fla., Apalachicola.—Official: Voted September 17: \$20,000 of 10-20-year Franklin county road bonds. R. M. Yent is chairman County Commissioners.

Fla., Jacksonville.—Official: Bids will be received until 10 A. M. October 1 for \$250,000 of 5 per cent, Duval county road bonds. This is the fourth instalment of \$1,000,000 of bonds voted October 26, 1909. P. D. Cassidy is clerk Board of County Commissioners. *Further particulars will be found in the advertising columns.*

Fla., Milton.—Official: October 15 the proposition to issue \$35,000 of 8 per cent, Santa Rosa county warrants, payable in 1914, will be voted on. S. M. Thompson is Clerk County Court.

Fla., Miami.—Reported voted: \$300,000 of Dade county bonds; \$250,000 to be used for roads and \$50,000 for bridges.

Fla., Orlando.—Official: October 19 an election will be held to vote on \$140,000 of sewerage bonds. W. H. Reynolds is Mayor.

Ga., Camilla.—October 9, it is reported, an election is to be held to vote on \$10,000 of city hall, \$10,000 of water and light extension, \$5000 of school and \$2500 of sewer extension bonds.

Ga., Cordele.—Woodin, McNear & Moore of Chicago are reported to have purchased at \$2500 premium \$95,000 of water-works, street-paving, school-building and sewerage-extension bonds.

Ga., La Grange.—October 28, it is reported, an election is to be held to vote on \$150,000 of water-works, \$40,000 of gas plant and \$230,000 of school 4½ per cent, bonds. J. D. Edmondson is Mayor.

Ga., Waycross.—Official: Voted September 21: \$100,000 of bonds for the following purposes: Schools, \$25,000; water-works, \$30,000; streets, \$30,000; crematory, \$4000; fire department, \$11,000; Interest 5 per cent, payable semi-annually; maturity 1913 to 1942, inclusive. Harry D. Reed is Mayor.

Ky., Danville.—Reported that at the November election \$10,000 of workhouse-removing and prison construction bonds will be voted on in addition to the \$18,000 of sewerage system extension bonds.

Ky., Horse Cave.—Reported voted: School building bonds.

Ky., Pineville.—The Board of Council is reported authorized to issue \$30,000 of 5½ per cent, school bonds; dated August 1, 1912; maturity August 1, 1932; N. R. Patterson is Mayor and F. A. Heath Clerk.

La., Crowley.—L. A. Williams, secretary Drainage Board, will, it is reported, receive bids until 2 P. M. September 28 for \$60,000 of 5 per cent, 1-31-year bonds of Sixth Ward drainage district; dated November 1, 1912.

La., New Orleans.—Official: The Commercial Germania Bank & Trust Co. and the Whitney Central National Bank purchased jointly, at 1002-8, on September 11, the \$500,000 of 5 per cent, Fifth Louisiana Levee District improvement bonds; denomination \$1000; dated October 15, 1912.

La., Ruston.—Official: Bids will be opened on October 5 for \$15,000 of 5 per cent, 27-year school district bonds for school building at Dubach, La.; denomination \$500; dated January 2, 1913. Bonds were voted August 21, 1912. Address Geo. O. Thatcher, president Lincoln Parish Board of School Directors, Ruston.

Md., Princess Anne.—On October 1 at 1 P. M. city will sell at public auction \$10,000 of 5 per cent, improvement bonds; denomination \$500. Board of Commissioners: J. D. Wallip, president; A. E. Krause, secretary, and C. Lankford.

Miss., Salem (P. O. Hudsonville, R. F. D.) The Salem consolidated school district is reported to have voted school bonds.

Miss., Aberdeen.—Official: William W. Flory, De Funik, Fla., purchased on September 2, at par, accrued interest and \$134.50, the \$100,000 of 5 per cent, 25-year Monroe county road-improvement bonds; dated May 1, 1911; denomination \$500. G. G. R. Ray is clerk Board of Supervisors. This is part of the \$200,000 issue, the other \$100,000 having been already disposed of. G. G. Ray is clerk Board of Supervisors.

Miss., McHenry.—Official: \$1500 of bonds have been authorized to pay an accumulated debt; denomination \$100. G. A. McHenry is Mayor.

Mo., Cassville.—Official: The Barry County Bank, Cassville, purchased on September 16 the \$49,000 of 5 per cent, 10-year Barry county courthouse bonds; denomination \$500; dated September 3, 1912; maturity September, 1922. E. Meador is County Treasurer.

Mo., Columbia.—Reported voted: \$1800 of Deer Park Special School District, Boone county, bonds.

Mo., Excelsior Springs.—Bids are reported being received by W. A. Craven, City Clerk, until September 30 for \$22,000 of 5 per cent, 20-year sewer bonds voted September 12; denomination \$100 to \$1000.

Mo., Herman.—Reported that A. B. Walker, Mayor, will receive bids at private sale for \$32,000 of 5 per cent, 20-year water-works bonds.

Mo., Higginsville.—Reported that \$12,000 of water and light improvement bonds have been voted.

Mo., Kansas City.—Press dispatches state that the following \$1,100,000 of bonds are to be voted on: Flood protection, \$1,000,000; garbage disposal, \$200,000; Swope Park, \$250,000; to improve parks and public playgrounds, \$250,000; Union Station Park, \$200,000; bridges, viaducts and trafficways, \$650,000; additional land, municipal farm at Leeds, \$150,000; tuberculosis sanitarium at Leeds, \$100,000. M. A. Flynn is City Comptroller.

Mo., Kirksville.—Reported that on October 8 an election will be held to vote on \$90,000 of water-works and light bonds.

Mo., Palmyra.—Official: Bids will be received until 7:30 P. M. October 3 for \$6000 of 4½ per cent, light and water bonds; denomination \$500; dated August 1, 1912. Bonds were voted July 9, 1912. Address J. M. Sosey, City Clerk.

Mo., Rich Hill.—Reported voted: Light system bonds.

Mo., Sheldon.—William H. Compton Company, St. Louis, is reported to have purchased \$22,000 of school district building bonds voted April 30.

N. C., Asheville.—The question of issuing \$50,000 of school bonds is reported under consideration.

N. C., Charlotte.—Press dispatches state that \$10,000 of sewer bonds will soon be offered.

N. C., Greensboro.—The American Exchange Bank of Greensboro is reported to have been awarded at \$2325 premium the \$80,000 of 5 per cent, 30-year municipal bonds. T. J. Murphy is Mayor.

N. C., Greensboro.—Official: Morehead and Gilmer townships, embracing Greensboro, in Guilford county, have voted \$200,000 of bonds in aid of the Greensboro, Northern & Atlantic Railway Co., conditioned upon the road being built and operated within three years, and bonds will not be offered for sale until this condition is complied with. J. A. Davidson is Auditor Guilford county.

N. C., Lumberton.—Spitzer, Rorick & Co., Toledo, O., have purchased bonds of Back Swamp and Jacob Swamp Drainage District.

N. C., Nashville.—Official: The proposed bond issue for electric lights has been indefinitely postponed. L. L. Davenport is Mayor.

Ola., Enid.—October 1, it is reported, an election is to be held to vote on \$25,000 of bonds for oil or gas.

S. C., Blackville.—Bids will be received until October 1, it is reported, for \$16,500 of 6 per cent, 10-year bonds of Blackville School District No. 19. S. R. Boylston is secretary Board of School Trustees.

S. C., Edgefield.—The question of issuing \$5000 of additional electric-light plant bonds is under consideration.

S. C., Harleyville.—Bids will be received until noon October 2 for \$3500 of 6 per cent, bonds of Harleyville School District No. 9. Address Walker S. Utsey, St. George, S. C. A. O. Utsey, T. J. Westbury and J. A. Parker, school trustees.

S. C., St. Matthews.—November 5, it is reported, an election is to be held to vote on \$20,000 of 5 per cent, 20-30-year Calhoun county courthouse bonds.

S. C., Yorkville.—An election is to be held in York county, it is reported, to vote on \$75,000 of courthouse bonds.

Tenn., Chattanooga.—Official: The First National Bank of Cleveland, O., purchased on September 16, at \$25.50 premium and accrued interest, \$17,400.00 of 6 per cent, 14-year Duncan Ave. paving bonds. T. C. Thompson is Mayor.

Tenn., Chattanooga.—Bids will be received until 3 P. M. October 9 for \$45,000 of 4½ per cent, 20-year paving bonds; denomination \$1000. T. C. Thompson is Mayor.

Tenn., Hohenwald.—John Nuveen & Co., Chicago, are reported to have purchased, at \$76 premium, \$10,000 of 5 per cent, 10-year Lewis county school bonds.

Tex., Austin.—The Attorney-General is reported to have approved the following securities: \$30,000 of 5 per cent, 10-20-year Fort Bend county, District No. 3, road bonds; \$17,000 of 5 per cent, 10-20-year bonds of Caldwell county common school district No. 20; \$12,000 of 5 per cent, 40-year Campbell free school district, Hunt county, bonds; \$1200 of 5 per cent, 20-year bonds of Matagorda common school district No. 18, and \$8000 of 5 per cent, 10-20-year bonds of Briscoe county common school district No. 10.

Tex., Big Springs.—A special election is to be called, it is reported, to vote on \$50,000 of municipal water-works bonds.

Tex., Corpus Christi.—Neches county proposes to issue bonds for road improvements.

Tex., El Paso.—Official: Defeated: \$150,000 of road bonds.

Tex., El Paso.—The City Council is reported to have adopted an ordinance providing for an election to vote on \$400,000 of water-works, sewer and street bonds.

Tex., Electra.—Reported that an election will soon be held to vote on \$10,000 of sewer and water-works bonds.

Tex., Henrietta.—W. H. Chilson & Co., Henrietta, are reported to have purchased

\$18,000 of water-works bonds. R. C. Greene is City Secretary.

Tex., Houston.—Press dispatches state that the \$2,500,000 of municipal improvement bonds will soon be ready for sale.

Tex., Linden.—Official: Bids will be received until October 1 for \$35,000 of 5 per cent, 20-40-year bonds of Road District No. 7, Custer county; denomination \$875; dated October 1, 1912. Address J. P. Funt, County Judge.

Tex., Quitman.—Official: The First National Bank of Mineola, Tex., purchased on September 17, at \$120,750 and accrued interest, \$120,000 of 5 per cent, 40-year Wood county road and bridge bonds; denomination \$1000; dated August 10, 1912. R. M. Smith is County Judge.

Tex., Madisonville.—Reported that \$16,000 of water-works bonds will soon be offered for sale.

Tex., Port Arthur.—Official: E. G. Gates, New York city, has purchased at par and accrued interest \$490,000 of 5 per cent, 40-year water, sewer, fire station and city hall bonds voted July 16, 1912; denomination \$1000; dated July 20, 1912.

Tex., San Angelo.—Official: Terry, Briggs & Stayton, Toledo, O., purchased at par, accrued interest and premium of \$826, the \$70,000 of 5 per cent, 10-40-year Tom Green county bridge bonds voted July 2, 1912; dated October 10, 1912; denomination \$1000, Oscar Frink is County Judge.

Tex., San Benito.—The Compton Bond Co. of St. Louis, Mo., has purchased \$455,000 of drainage District No. 3, Cameron county.

Tex., Sherman.—The Harris Trust & Savings Co. of Chicago is reported to have purchased \$198,000 of improvement bonds at par, accrued interest and premium of \$1319.

Tex., Thorndale.—Reported defeated: Road bonds.

Tex., Yoakum.—Official: Bids will be received until 5 P. M. October 7 for \$32,000 of 5 per cent, 20-40-year sewer bonds; denomination \$1000; dated September 3, 1912. J. M. Haller is Mayor. *Further particulars will be found in the advertising columns.*

Va., Chesterfield.—A special election is to be held October 3 to vote on \$40,000 of bonds of Manchester School District No. 1, Chesterfield county. Philip V. Cogbill is Clerk of the court.

Va., Pulaski.—Press dispatches state that bids will be opened on October 19 for \$100,000 of 5 per cent, 10-30-year Pulaski county road-improvement bonds; dated January 1, 1913; denomination \$1000. Address Board of County Commissioners. J. F. Wysor is County Treasurer and Jesse N. Bosang County Clerk.

W. Va., Rowlesburg.—Reported that \$11,000 of water and sewerage 5 per cent, bonds will soon be placed on the market.

W. Va., Union.—Reported that bids will be opened on October 9 for \$80,000 of 10-30-year high school building bonds; denomination \$500. Address Board of Education of Union District; C. L. Evans, secretary.

FINANCIAL NOTES.

A dispatch from Albany says that the Attorney-General has handed down an opinion that bonds of Dallas, Tex., are a legal investment for savings banks in New York.

The Secretary of State, according to a report from Atlanta, Ga., has granted an amendment to the charter of the Hillyer Trust Co., authorizing it to change its name to the Atlanta Trust Co. and increase its capital from \$250,000 to \$500,000.

A press dispatch from Kansas City, Mo., states that the Great Western Life Insurance Co. of Kansas City and the International Life Insurance Co. of St. Louis have merged under the name of the latter institution. The principal offices will be in St. Louis, but the present offices of the Kansas City company will continue as the Southwestern agency. The combined insurance business of the companies is \$10,000,000.

Manual for Engineers. By Charles E. Ferris, Professor of Mechanical Engineering, University of Tennessee. Publisher, University Press, Knoxville, Tenn. Price 50 cents.

This is the seventeenth edition of this compilation of tables and other data for the use of engineers and business men. It covers a multitude of topics, and its many editions have given opportunity to improve it and to add to its practical value.

The South: The Nation's Greatest Asset.

The announcement that the MANUFACTURERS RECORD has in preparation a special publication, known as "The South: The Nation's Greatest Asset," has called forth letters from readers in every section, expressing appreciation of what has been accomplished in making known the resources of the South and showing the widespread interest in this new publication. During the last three weeks we have printed hundreds of letters bearing on the matter, and we continue in this issue the publication of additional letters, that our readers everywhere may see how the people of the South regard the effort of the MANUFACTURERS RECORD to concentrate into such a publication a story of the South's resources and potentialities, with a view to making known to the world how the assets of the South in soil, climate, minerals, water-powers and timber make this section the greatest asset for material upbuilding of the nation.

C. L. Candler, general agent, Southern Railway Co., Norfolk, Va.:

"It is my opinion that the publication of a special issue of the MANUFACTURERS RECORD somewhat on the lines of 'Thirty Years of Southern Upbuilding' could not fail to prove of great interest and lasting benefit to that section of the country to which the great abilities of the MANUFACTURERS RECORD have been especially directed. I hope that you may decide to undertake the publication of such an issue."

W. H. Grambery, New York:

"The widespread interest and hearty commendation which that publication incited would apparently warrant further effort of that character. The 'Thirty Years of Southern Upbuilding' was, however, so complete as promptly to make it a standard textbook on its subjects, both in office and home. In what manner you propose improving the presentations therein made I cannot, from my layman's standpoint, readily conceive. But as 'Thirty Years of Southern Upbuilding' was so far in advance of any general expectation, I am sure that any renewed effort on your part, aided by increased experience, will meet hearty approval by your subscribers, and many others also, and be gladly welcomed."

Orient Company, Ltd., New Orleans, La.:

"We are pleased that you have in contemplation the publishing early next year of another special Southern number. The South's varied and many resources and treasures are practically yet untold, and we wish it were possible you could issue such special numbers several times a year, believing they result in great good and benefit. We sincerely trust you will meet with great success in such a beneficial endeavor toward the South, and we gladly subscribe for six copies of this special number in paper cover, hoping at a later date that we can write for more. We hope we can place some advertising in the number, and would be glad to have you quote us your rates."

J. G. Comar, director Mississippi Textile School, Agricultural College, Miss.:

"We will be very glad to subscribe for two or possibly more copies of this publication. Your anniversary publication was one that has long been needed. The ignorance of the different sections of the United States and of other countries to the many opportunities offered in the South along every line of endeavor has been appalling. What it needed, it seems to us, are more publications similar to yours, showing what has been and what can be accomplished in the South."

N. Buckner, secretary Asheville Board of Trade, Asheville, N. C.:

"It would seem to me an almost superhuman proposition to compile and publish a broader and more comprehensive edition than your 'Thirty Years of Southern Upbuilding'; however, nothing seems to be impossible in a statistical way for the MANUFACTURERS RECORD to accomplish, and I am sure that such an edition would be welcomed by every business enterprise in the South and others who are interested in this Eldorado."

Roland B. Daniel, superintendent Columbus Public Schools, Columbus, Ga.:

"We were much interested in the copy of 'Thirty Years of Southern Upbuilding' that was received last year, and will be glad to have you put the public library of this place on your list for your new publication."

William A. Edwards, architect, Atlanta, Ga.:

"I am interested always in everything that the MANUFACTURERS RECORD does, because I regard it one of the most potent factors of the South's upbuilding, and it is a universal source of information for every line of industry, adding great value in convenience to practically every business in the South."

archives to be deposited in the cornerstones thereof shall not be considered complete unless a copy of 'The South: The Nation's Greatest Asset' be included. For surely the MANUFACTURERS RECORD is the greatest friend and promoter of 'The South: The Nation's Greatest Asset.'

A. Jeffers, Ocean, Va.:

"The South: The Nation's Greatest Asset,' the topic and the title, are worthy your pen, and I am sure your pen will be equal to the occasion. When I stop for a moment to consider the millions upon millions of good words for the South from your able pen, and the constant presentation of facts, figures and features relating to the growth, development and expansion of all Southern industries, and your able exposition of the actualities being accomplished, and then as a logical sequence, dwell for a few moments upon the probabilities and possibilities of the South, I actually feel a thrill of enthusiasm shooting up and down my spinal

column, and I rise to suggest that hereafter in the laying of cornerstones for all important buildings and monuments to be erected in the South the collection of E. L. Tarry, secretary Yazoo Commercial Club, Yazoo City, Miss.:

"We can only say that we hope you will make the publication. We have yet to see anything coming from the MANUFACTURERS RECORD that did not have great value to the South and to every man or organization interested in its development. We are greatly interested in looking forward to the publication, and hope you may find it expedient to issue it."

John W. Sibley, president Sibley-Menge Brick & Coal Co., Birmingham, Ala.:

"I have read with a great deal of interest the editorial announcement 'The South: The Nation's Greatest Asset,' and think you are to be commended for undertaking this publication. The 'Thirty Years of Southern Upbuilding' was a masterpiece, and I believe will be of lasting benefit to the South. It is really a fine reference book, and if you expect to surpass this in the proposed publication you will set a standard that cannot be excelled."

San Antonio Sewer Pipe Co., San Antonio, Tex.:

"We also believe that another issue on similar lines would be appreciated."

C. McC. Lemley, assistant engineer Baltimore & Ohio Railroad Co., Morgantown, W. Va.:

"I will be very much interested in its publication, and hope to receive notice long that you have decided to get out this volume."

E. P. Burns, secretary Transportation Club, Atlanta, Ga.:

"The governing committee thinks the plan a good one."

Edward Wilbur, Boston, Mass.:

"I note with much interest what you have to say regarding the possibility of bringing out another publication the early part of next year similar to 'Thirty Years of Southern Upbuilding,' only on a larger scale. I believe this would be a work that would receive the highest endorsement of every reader of the MANUFACTURERS RECORD."

Henry P. Swartz, manager Swartz-Miller Lumber Co., Cedar Bluff, Va.:

"There is no doubt in my mind but what your special issue of 'Thirty Years of Southern Upbuilding' issued early this year was worth much to the South; in fact, more than can be estimated, and I am quite sure every live and active subscriber to your valuable paper will be delighted, and some very much profited, to have a similar issue next year. Now that the eyes of the world are turned to the South, I feel sure these special and valuable issues can hardly come too often."

George Dunglinson, Jr., chairman Norfolk & Western Railway Co. Coal Car Allotment Commission, Bluefield, W. Va.:

"The thirtieth anniversary issue was very interesting and instructive, and I have no doubt tended toward the upbuilding of the South. I believe that the issue you are contemplating would result in much further good to it."

M. K. Lee, president Farmers and Merchants' Bank, Monroe, N. C.:

"It would be a great thing for the South for you to issue another publication along the line of 'Thirty Years of Southern Upbuilding.' I consider that publication of untold worth to the South, and another along the same lines, and as you state, 'more comprehensive,' would be of much benefit to the South. I consider your publications very valuable for the upbuilding of the South, and would be glad, indeed, for you to issue the publication about which you write."

L. T. Nichols, general manager Carolina & Northwestern Railway Co., Chester, S. C.:

"We shall be glad to see this issue. 'Thirty Years of Southern Upbuilding' is one of the most interesting publications which has reached my office in a long while."

Ralph O. Cochran, president Ralph O. Cochran Company, Atlanta, Ga.:

"I would be very much interested in an issue of the MANUFACTURERS RECORD of this nature, and assure you now that I will be willing to take a few extra copies of same. Probably nothing has been done at one stroke that has advanced the interests of the South so much as the issue known as 'Thirty Years of Southern Upbuilding,' which forcefully brought to the attention of the world the growth and marvelous resources of the Southern States."

J. C. Clair, industrial and immigration commissioner, Illinois Central Railroad Co., Chicago, Ill.:

"I am sure the edition you have in view, entitled 'The South: The Nation's Greatest Asset,' will be looked for with great interest by your thousands of readers, and such valuable information going broadcast the world over cannot but help to attract capital and people to our great Southland."

Wm. S. Hull, Jackson, Miss.:

"The writer's imagination was not vivid enough to have anticipated 'Thirty Years of Southern Upbuilding.' His experience in reading that volume has prepared the way for 'The South: The Nation's Greatest Asset.' Please post my name for a cloth-bound copy."

J. D. Rooney, assistant industrial agent, Seaboard Air Line Railway, Jacksonville, Fla.:

"The broad and comprehensive character of the work of the MANUFACTURERS RECORD is not exceeded by any other publication in this country. I am thoroughly convinced that the former issue of 'Thirty Years of Southern Upbuilding' has

The South: The Nation's Greatest Asset.

Under this title the Manufacturers Record is preparing a special publication to be issued early next year, in which it will be shown that the South is indeed the nation's greatest asset. You will need it. A paper-bound copy will be sent free to every subscriber. Price 50 cents in paper, \$1.50 in cloth and \$3 in leather. You could not do a better thing for your friends and country than to order extra copies to be sent to your friends and business correspondents. Send your order today.

Enthusiastic Commendations From All Parts of the Country of This Proposed Publication.

been a great factor in educating the many who have carefully read its contents, and I believe the issuance of another publication of similar character, but that will carry many features and more comprehensive features, owing to the advancement that has been made since the previous issue, will make it a publication which, I believe, will do more good than scarcely any character of compilation that could possibly be published. The reliability of all matter emanating from the MANUFACTURERS RECORD is so well known that I believe that this publication, being broader and more comprehensive as to the South and its resources, will place it as a publication of the greatest possible value. I am sure that our department will arrange with you for a number of copies, which can be so easily used in answering inquiries about the South and its conditions. Personally, I shall desire a leather copy as a reference book and book of information in my office."

Brooksville Board of Trade, Brooksville, Fla.:

"Regarding the issuance of another anniversary number of the MANUFACTURERS RECORD, do so by all means, and we will decide when the time comes as to the kind and number of copies we can use."

J. F. Merry, Manchester, Iowa.:

"This edition will be the climax to all of your splendid efforts. It must gratify you to see how the South is forging to the front on all lines. Let me say the good work has only begun. The South has advantages little dreamed of by its warmest friends, but the MANUFACTURERS RECORD is pushing them to the front, and the day is not far distant when all thinking people throughout this whole country must recognize 'The South: The Nation's Greatest Asset.'"

Henry M. Gill, Librarian, New Orleans Public Library, New Orleans, La.:

"If you publish in 1913 a revision and enlargement of 'Thirty Years of Southern Upbuilding,' I will take five copies, cloth, at \$1.50 each."

H. C. Couch, president, Louisiana Creosoting Co., Winnfield, La.:

"We would be very glad to see you get out this new issue, and will take a few copies. Your former edition certainly was a credit to you, and all business men of the South should appreciate your efforts."

R. L. Castleberry, secretary, Hopkinsville Business Men's Association, Hopkinsville, Ky.:

"There is no doubt but what the last 'Thirty Years of Southern Upbuilding' published did a great work in bringing new capital and labor into the Southern field."

W. G. Ashton, assistant commissioner, Department of Labor, Oklahoma City, Oklahoma.:

"A publication such as you are contemplating would be of great benefit."

Dr. J. M. Head, Houston, Tex.:

"I will welcome the publication, but I don't see how it can surpass 'Thirty Years of Southern Upbuilding,' as the information and statistics on Southern progress contained therein are very complete and have been of very great value to me in my work of promoting the upbuilding of this part of the country. I ordered a leather-bound copy this spring in New York, and you may put my name on your list for a leather-bound copy of your new publication, as everything gotten out by you, including, of course, the invaluable MANUFACTURERS RECORD, are both interesting and valuable."

Deland Mining & Milling Co., Harve de Grace, Md.:

"We are satisfied that the South has practically no end of resources, and if information is gathered and published showing that, it will attract the attention and interest of enterprising and pushing men and capitalists and lead to a great development work that will be beneficial to the entire country as well as to the parties immediately interested. We trust you will get out the new work you have in mind, and when it is ready we shall be pleased to have one or more copies of it."

Lee Unberger, secretary, Board of Trade, Hawthorne, Fla.:

"I am certainly glad to learn that you will publish another special edition this winter. Your 'Thirty Years of Southern Upbuilding' was a masterpiece, and I am sure has accomplished great things for the South, and I believe you are right about the South being the nation's greatest asset."

W. C. Hattan, resident engineer, Meadows Company, Millard, Va.:

"I do not see how any of your subscribers could fail to be interested in such a publication, and especially those of us who are interested in the South and its development, and who believe that in the not very distant future this section of the country will be the most valuable asset of the nation. It is to be hoped you will decide to issue the publication, and that its success will be no less than your 'Thirty Years of Southern Upbuilding.'"

D. A. Carpenter, president, Knoxville Brick Co., Knoxville, Tenn.:

"The publication you have in mind we have no doubt would be an excellent thing for the South, and would simply be a continuation of the great work already done by the MANUFACTURERS RECORD for the upbuilding of the South in all its undertakings; and the South is fast coming to the front, and her great and varied resources are beginning to show themselves. The South owes the

MANUFACTURERS RECORD a debt of gratitude. If you conclude to get out the publication, we will take ten copies, paper cover, and one copy, cloth cover."

B. R. Hoshall, vice-president and general manager, The Allen Engineering Co., Memphis, Tenn.:

"We would certainly want a few copies for our own use, as we have found 'Thirty Years of Southern Upbuilding' a veritable encyclopedia. In fact, we consider it the most wonderful publication yet issued on 'matters Southern.'"

F. Julius Fohs, mining geologist and engineer, Lexington, Ky.:

"I believe an annual review of Southern progress similar to your last special issue worthy of preparation, and shall be glad to take several copies of same."

W. C. Woods, McDonough, Ga.:

"The issue you contemplate getting out for 1913 will be pleasing to your subscribers as well as beneficial. I consider the MANUFACTURERS RECORD one of the important keys to Southern upbuilding."

W. R. McDuffle, Florala, Ala.:

"I am much pleased with the MANUFACTURERS RECORD. It's the greatest advertising medium I know, and so much information can be gained from articles on different subjects pertaining to our great Southern country. The 'Thirty Years of Southern Upbuilding' is simply wonderful, and must have taken an immense amount of time and thought to prepare it. Would like to see a similar edition, as you are contemplating doing. I am filing every copy of the MANUFACTURERS RECORD, and expect to preserve those for future reference. Every business man ought to be a subscriber, and those who are not business men, so they could see what is going on in our land of flowers and sunshine."

E. L. McColgin, secretary, Chamber of Commerce, Shreveport, La.:

"The unity of the South, which has been of so much aid in development work, is being perpetuated by such work as yours. I would like to see you issue such a number every year; it would be to development organizations and others engaged in promotive work of as vital importance as a merchant's annual inventory. Such information as is contained in your regular issues and 'Thirty Years of Southern Upbuilding' has been a most useful guide for the writer in preparing literature and plans for his work, and I have no doubt but others in this line rely on you as we do."

Jas. H. Dorsey, president, The Dorsey Company, Dallas, Tex.:

"It would be very difficult to estimate with any degree of correctness the vast and ramifying good done by you for the Southern States in your special edition, 'Thirty Years of Southern Upbuilding.' Perhaps, however, the greatest good to accrue to the South from broad distribution of such information is from within, in awakening people to a full appreciation of their vast inheritance. It must be of much satisfaction to you to have had this opportunity. We were instrumental both directly and indirectly in the distribution of several copies of your 'Thirty Years of Southern Upbuilding,' and we hope to have the like opportunity if you issue another special number."

Congressman John H. Small, Washington, D. C.:

"If your proposed publication regarding the South and its resources shall even maintain the standard of 'Thirty Years of Southern Upbuilding,' it will be a most valuable contribution in the upbuilding of the South."

J. A. Susong, president, the First National Bank, Newport, Tenn.:

"I am glad to note that you are thinking of issuing another publication similar to the 'Thirty Years of Southern Upbuilding,' which has done so much to call attention of capital to the great opportunities for investment in the South. Let the good work go on. I will take a half-dozen copies of your new edition."

V. W. B. Hedgepeth, president of the Red River Valley Land & Development Co. of Louisiana, of Scranton, Pa.:

"It seems to me the whole South ought to extend the MANUFACTURERS RECORD a vote of thanks for the monumental aid you have rendered and are rendering the entire country. You can put this company down for at least fifty copies, paper covers, with the request that you address this office in time to increase the order."

T. M. Waring, president and treasurer, Killian Fire Brick Corporation, Charleston, S. C.:

"As your 'Thirty Years of Southern Upbuilding' was a revelation, so will 'The South: The Nation's Greatest Asset' be a Calcium Light to those who have sat in darkness and heeded not the potentialities of this 'Goshen' of the nation. And to those who have noticed the South's progress, due in no small measure to your labors, it will be an inspiration to still greater deeds. We will take two copies in paper cover."

D. R. Shearer, general manager, Acme Electric Co., Knoxville, Tenn.:

"The writer firmly believes that the special issue you contemplate for the MANUFACTURERS RECORD will mean a very great deal in stirring up of the proper Southern spirit and the furtherance of a dawning prosperity. The last special issue was excellent, and no doubt did unlimited good, so if you bring out one even better there is no telling the far-reaching results. We assure you of our hearty co-operation in anything for the upbuilding of the South, and for anything leading to publicity regarding our vast resources."

The South: The Nation's Greatest Asset.

Under this title the Manufacturers Record is preparing a special publication to be issued early next year, in which it will be shown that the South is indeed the nation's greatest asset. You will need it. A paper-bound copy will be sent free to every subscriber. Price 50 cents in paper, \$1.50 in cloth and \$3 in leather. You could not do a better thing for your friends and country than to order extra copies to be sent to your friends and business correspondents. Send your order today.

Classified Opportunities

MEN WANTED

EXCELLENT OPPORTUNITY for young practical foundryman with experience in manufacture of agricultural implements who has \$5000 to invest for an interest in a Southern plant; successful for 28 years; owner wishes to retire, but would be willing to stay as partner or form company. Address No. 1066, care Manufacturers Record.

STOVE FACTORY SUPERINTENDENT of sterling character, proven ability and fully experienced, who can invest \$5000 or more, to manage entire manufacturing end of large Southern stove company; mechanical engineer preferred; must be aggressive, a good manager of men and have thorough knowledge of all departments, best cost-reducing methods and systematizing; salary ample; agreeable, honest associates; splendid opportunity for substantial yearly salary increase. Give age, experience, references, salary expected. Address No. 1125, care Manufacturers Record.

MANAGER WANTED.—Parties owning an electric-light plant and water-works in rapidly-growing town of 2000 population wish to sell one-third or one-half interest to some practical party who has had actual experience in the operation of plants and who has knowledge of machinery and making of rates on water and lights; plant in good running order; two units; free fuel for next twelve to eighteen months; would want party to take the management of operation; investment required of \$5000 to \$7500. Address Rhodes Realty & Investment Co., Earle, Ark.

WANTED—Utility man for large hardware business; must be above the average with eight or more years' experience. Address No. 1070, care Manufacturers Record.

WANTED—A young, energetic man conversant with the hardware and jobbing trade throughout the Southern States, to sell steel and iron. Address No. 1128, care Manufacturers Record.

PARTNERS WANTED

WANTED—A partner with money to develop an inexhaustable sand deposit; within a mile of center of city of 60,000 people. Address No. 1116, care Manufacturers Record.

WANTED—PARTNER.—Experienced man to invest \$2000 with my \$2000 in a general contracting business. Address Y, 3119 Capital Blvd., Indianapolis, Ind.

WANTED—Partner with three to five thousand dollars; must give references as to character; either active or inactive; business paying well. Box 219, Greenville, S. C.

AGENCIES WANTED

WANTED—To represent some chemical factory or kindred branch in St. Louis; have storage facilities. Henry Hell Chemical Co., St. Louis, Mo.

WANTED—To represent manufacturers in the sale of their product, for the two Virginias and Carolinas; have an extensive trade; best references. Address R. T. Lipscombe, Financial and Manufacturers' Agent, Richmond, Va.

SITUATIONS WANTED

LAND INSPECTOR.—Competent examination made and advise as to values anywhere in the South; highest references. Earl Stubfield, Vaughan, Miss.

POSITION IN the South as city or county engineer by university graduate, 30 years of age; 10 years on paving and highway work and design of sewer, lighting and water systems; was assistant city and county engineer, 3 years in charge of paving, highway and drainage work; would prefer city where a consulting engineering and architectural business could be built up. Address No. 1113, care Manufacturers Record.

BANKS

THE PALMETTO NATIONAL BANK, Columbia, S. C., capital \$250,000, solicits accounts of banks, firms, corporations and individuals, either commercial or savings accounts.

EDUCATIONAL

RENSSELAER POLYTECHNIC INSTITUTE, TROY, N. Y.—Courses in Civil, Mechanical and Electrical Engineering, and General Science, leading to the degrees of Civil Engineer (C.E.), Mechanical Engineer (M.E.), Electrical Engineer (E.E.), and Bachelor of Science (B.S.). Special courses in engineering and science. Splendidly equipped new engineering laboratories. Send for catalogues to Registrar.

BUSINESS OPPORTUNITIES

I WISH to buy an ice, electric-light, gas or water works plant, or any combination of such plants, or an active interest in one. Address No. 1129, care Manufacturers Record.

WANTED—Agency for some good fire insurance company which has no agent at Malvern. Also want to sell a farm. J. W. Ault, National Co-operative Agency Company, Malvern, Ark.

Rate 20 cents per line per insertion. Minimum space accepted, four lines. Maximum space accepted, 24 lines. In estimating the cost, allow seven words of ordinary length to a line. When the advertisement contains a number of long words, proper allowance should be made. Terms: Invariably cash with order; check, postoffice or express order or stamps accepted. No display type used. Questionable or undesirable advertisements will not be accepted. The assistance of our readers in excluding undesirable advertisements is requested. We reserve the right to refuse any advertisement. No patent medicine, whiskey or mining stock advertisements accepted. Rate for special contracts covering space used as desired within one year, as follows: 100 lines, 18c. per line; 300 lines 16c. per line; 500 lines or more, 15c. per line.

I WISH to buy bank stock carrying cashiership, or assistant in larger bank; or will assist in organizing if conditions warrant; town of not less than 2000. Address No. 1131, care Manufacturers Record.

FOR SALE OR RENT—Complete stave mill, located near 5 years' supply of timber, which can be bought at a reasonable price, or will enter into a working agreement with a responsible party. Address H. E. Topping, West Point, Va.

SYNDICATES or capitalists able to finance or take an interest in a big suburban development proposition, with four miles of bay front, close to one of the most progressive and fastest-growing Gulf cities, will address No. 1093, care Manufacturers Record.

A WOODWORK MANUFACTURER and engineering company manufacturing a patented apparatus would consider to manufacture or handle some other product in the woodworking line. Address Bauer Engineering Co., 4131 Meramec St., St. Louis, Mo.

PARTY owning a large limestone quarry near a city where there is a great demand for crushed stone, and being located on a railroad that will take a large amount of ballast, would like to arrange with someone to furnish a complete equipment for getting out a large tonnage and to take the management. Address 21, Times Bldg., Chattanooga, Tenn.

UNUSUAL opportunity for good energetic salesmen with some executive ability to get interest in exceedingly profitable business with good salary, who will invest \$2000; under new contract with another hustler will easily make \$15,000 to \$20,000 next 12 months; or will pay good bonus to party to finance same. Address by mail or wire E. C. Wills, Mgr., Macon, Ga.

ELECTRIC PLANT of Abbeville, Georgia, burned recently with insufficient insurance for owner to rebuild; owner will take in partner, or will sell lines and equipment at reasonable figure; excellent opportunity party with \$6000 or more cash. Address Bank of Abbeville.

OFFICE MAN WANTED.—MILL doing very prosperous business in builders' finish, bank, office and store fittings have an attractive opening for practical man that can invest \$5000 and take active position. Edward Willbur, 125 Summer St., Boston, Mass.

POSITIONS of secretary-treasurer and vice-president in a large manufacturing company now being organized are open. Any parties with satisfactory reference and experience who can invest from \$10,000 to \$20,000 each may secure these positions by immediately taking advantage of the opportunity. Address Box 797, Charlotte, N. C.

MANUFACTURERS — INVESTORS.—No quicker way to fortune than to market a good invention. We have them for sale. Write Adam Fisher Mfg. Co., 88-16, St. Louis, Mo.

FOR SALE—SPLENDID OPPORTUNITY FOR INVESTMENT.

On account of advanced age, partner of a wholesale and retail hardware business located in Asheville, N. C., desires to dispose of his interest in order that he may retire.

This business was established in 1832 and has now become the largest jobbing house in this section of the State. \$18,000 is asked for this share.

Will be glad to hear from bona-fide investors. No agents need reply. Address No. 1134, care Manufacturers Record.

HOTEL FOR LEASE

HOTEL "PICK-UP,"—Well located on prominent corner city of Birmingham; long lease; fully equipped, with restaurant, cigar stand, etc. If you want a good hotel proposition, here it is. Don't have to buy the property or ground. Write me about this. Victor H. Smith, "The Real Estate Man," over Traders' Nat'l Bank, Birmingham, Ala.

VIRGINIA HOMESTEAD

FOR SALE—One of the finest estates in Eastern Virginia: 4187 acres; splendid mansion; ample outbuildings; well located. R. B. Chaffin & Co., Inc., Richmond, Va.

FLORIDA INVESTMENTS

PECAN INFORMATION.—We want to send you our pecan booklet. Learn proven facts about pecan investments and opportunities. Get right in the beginning, and there is no better or safer investment anywhere. Write Pensacola Seed & Nursery Co., Pensacola, Fla.

TECHNICAL SUPPLIES

TECHNICAL SUPPLIES.—Manufacturers' agents. Drawing materials, mathematical, scientific and engineering instruments. Enterprise Typewriter & Supply Company, 316 N. Howard St., Baltimore, Md.

METAL STAMPING

SHEET METAL, stamping, drawing, forming dies, tools, machines; practical executive; experienced man. Address P. O. Box 547, Wheeling, W. Va.

CASTINGS; PATTERNS, SPECIAL MACHINERY, ETC.

IRON, BRASS AND ALUMINUM CASTINGS; wood and metal patterns; special or experimental machines built; heavy or light machine-shop work; brass, nickel and silver plating. Estimates furnished. A. P. Broome, Manufacturer, York, Pa.

FACTORY SITES

FOR SALE OR TO LET—Manufacturing site, within six miles of business center of Pittsburgh, good manufacturing district, sharing the many benefits of this city as a manufacturing center. Located on the Pennsylvania Railroad, surrounded by factories, mills and foundries. Bargain for quick cash buyer. Address Box 1754, Pittsburgh, Pa.

INDUSTRIES WANTED

MEAT PACKING PLANT

WANTED—A man or corporation with sufficient capital to establish wholesale meat-packing business; excellent opportunity in connection with ice and cold-storage business. Address Hawthorne Board of Trade, Lee Umberger, Sec., Hawthorne, Fla.

MISCELLANEOUS

MANUFACTURERS AND WHOLESALERS: Your goods shipped from Salisbury will reach their destination from 24 to 72 hours earlier than from any other city in this section. Ask us why. Salisbury Industrial Club, Salisbury, N. C.

THERE is an opening in Gainesville, Texas, for a foundry, another brick factory, a glass factory, and a soap factory; local capital will subscribe to the support of all of these industries; natural gas by November 1. Young Men's Business Association.

GET INTO BIG FIELD.—\$8,000,000 people within 50 miles; most business to square mile; water and rail transportation. Publicity Bureau, Cold-Spring-on-Hudson, New York.

MANUFACTURERS AND HOMESEEKERS.—The latchstring of Norfolk, Va., hangs out for you. We need more brains and money and will make any reasonable inducements to get you here. Splendid climate, unexcelled transportation facilities and many other advantages make this an ideal location. Write to us and we will tell you more about it. Ballentine Realty Corporation, Norfolk, Virginia.

TEXAS INDUSTRIAL OPPORTUNITIES. We want a hardwood sawmill, cotton gin syrup mill and brick yard at once at the new town of Gainesmore, Matagorda county, Tex. Fine growing country, on Intercoastal Canal and S. P. Ry. Every inducement will be offered to parties who mean business. Box 838, Bay City, Texas.

INDUSTRIAL PLANTS FOR SALE

PLANING MILL

PLANING MILL FOR SALE.—One of the best-equipped plants in the South, in the center of the great Va. and W. Va. timber and coal belt; in good condition, running every day; good local and Eastern trade, showing nice gains, with increasing prospects; will sell at a bargain on good terms. Correspondence solicited. Address No. 1120, care Manufacturers Record.

LUMBER MANUFACTURING PLANT

FOR SALE AT A SACRIFICE.—Lumber manufacturing plant, located junction three trunk lines in South Carolina; best situation in State: 18,000 capacity sawmill, 50,000-foot kilns and 50,000-foot planing mill; everything excellent condition, practically new and in daily operation; paying handsomely and will bear closest investigation; health and labor conditions perfect; plenty timber cheap to be paid for as cut, sufficient for 15 years' operation; easy terms to responsible party. Address No. 1130, care Manufacturers Record.

SAW MILL

SAW MILL.—Good-paying plant; maximum daily capacity, 30,000 feet; lumber loaded on cars, average profit \$5 per thousand feet; logs furnished under 14-year contract, calls for minimum 6000 logs daily. Timber tracts, Farms, Cottew-Harper Realty Co., Tampa, Fla.

FLOUR MILL

KANSAS MILL FOR SALE.—A good 75-barrel Planter Mill; water-power; four-room house; barn for 14 head of horses; fine feed lot; good wheat crop; 15 acres land; for \$6000; \$2000 cash; balance easy terms. Address F. W. Paulsen, R. R. No. 2, Beloit, Kans.

FOUNDRY

FOUNDRY FOR SALE OR EXCHANGE, located at Montpelier, Ohio, doing a good business in manufacturing hot-air furnaces and job works; can be bought cheap. Address W. S. Boon, Montpelier, Ohio.

STONE QUARRY AND CRUSHING PLANT

STONE QUARRY and CRUSHING PLANT for sale cheap. An exceptionally good proposition. Wake County, North Carolina. Address American Stone Co., Richmond, Va.

HARNESS-COLLAR FACTORY AND TANNERY

FOR SALE ON TERMS TO SUIT YOU.—Harness-collar factory and tannery, located on the banks of the Tennessee River and N. C. & St. L. Ry., between Birmingham, Ala., and Chattanooga, Tenn.; doing nice business; very complete plant, steam heated, electric lighted; town population fifteen hundred. Write for attractive particulars to Alabama Harness Manufacturing Co., Guntersville, Ala.

HEADING AND STAVE MILL

FOR SALE—Heading and stave mill in Eastern Virginia; now in operation; timber supply for 10 years. Will sell entire plant or will sell controlling interest to parties who will assume management. Address No. 1117, care Manufacturers Record.

PLANING MILL, SASH AND DOOR FACTORY

FOR SALE—Four-story, 60x120, brick planing mill and sash and door factory; fully equipped with machinery, drykilns, etc.; located at West Troy, N. Y., center of 200,000 population. Address F. K. Taylor, Schenectady, N. Y.

GLASS FACTORY

FACTORY FOR SALE.—Receiver's sale under Court order of complete modern machine glass factory, fully equipped, ready for operation; about four acres of land, with railroad sidetrack and water shipments; 80-ton tank. Sale at auction October 15, 1912, at 11 A. M. For particulars address E. A. Thompson, Receiver, Alexandria, Va.

MINERAL AND TIMBER LANDS, WATER POWERS AND MISCELLANEOUS PROPERTIES

BEFORE YOU BUY LAND or make an investment in the South or Southwest send for a copy of my "Investor and Land Buyer" with list of splendid properties for sale; free on application. Jo A. Parker, Parma, Mo.

IF YOU WANT cypress lands, pine lands, cut-over tracts, colony tracts, ten and twenty-acre tracts, orange groves, truck farms, write to G. C. Rogan, Box 536, Lakeland, Fla. Fifteen years in the State.

SHOULD YOU WANT SOMETHING in South Georgia—factory sites, farms, timber land, turpentine locations or city investment property—and do not know how to find it, ask and we will help you. All correspondence receives careful attention. Georgia Real Estate Company, Savannah, Ga.

WATER POWER PROPOSITION

I HAVE an unusually attractive water-power proposition for sale or for development. C. A. Weaver, Balsam Lake, Wis.

CITY PROPERTIES

173 FEET front by 150 deep on Houston street, San Antonio, next block from Clowder Building and one block from the big Rand building now going up, which will be used as a big department store; price \$1000 per front foot; will sell part. Kerr & Moore, Land Merchants, Muldoon, Texas.

IN THE DISTRICT OF COLUMBIA, 103 acres extremely desirable for subdivision, fronting on 16th street and the National Rock Creek Park, at a bargain price. Property immediately adjoining has been subdivided, and in a few months almost \$100,000 worth of lots have been sold at 20 cents to 50 cents a square foot. Full particulars upon request. Robert E. Heater, Colorado Building, Washington, D. C.

ASBESTOS QUARRY FOR SALE

ASBESTOS QUARRY FOR SALE.—The tract of land on which the quarry is located contains 10 acres, near Boonford Station, on the C. & O. R. R., in Yancey county, N. C. Apply to Miss Annie Robeson, Old Fort, N. C., and James Morris, Marion, N. C.

